

Volume 17

POST 2/28/30

BIG BOOM FOR NEW ENGLAND

Boston's Leading Men Pledge Aid to Mayor Curley in Great Pro- gramme to Revive Industry



Boston's new "400," comprising the leaders of every important activity in the city, pledged their co-operation to Mayor Curley at an elaborate dinner at the Chamber of Commerce, last night, when he launched his programme to advance New England to the position of leadership it formerly occupied in commerce and industry.

Not only did the impressive array of bankers, merchants, manufacturers, and other leading captains of industry promise to contribute their brains and energy to the development of Boston, but they volunteered their wealth towards the establishment of a new bureau of commerce, industry and publicity, which will carry out the programme.

The Mayor himself presented the first donation to the fund which will be raised to finance the promotion bureau. With the \$5000 surplus which remained in his campaign fund, he

following the recent election, he started the contributions, which are expected to reach \$100,000.

Would Scrap "Storrow Plan"

Within 10 days the 400 Boston leaders will make pledges of the finance committee composed of Philip K. Stockton, president of the First National Bank; President Walter S. Bucklin of the National Shawmut Bank, and President Theodore M. Logan of the Federal National Bank, who were appointed last night by the Mayor to raise the funds which will be used to carry on the programme of commercial and industrial expansion here.

Outlining his programme for the development of New England, the Mayor urged the scrapping of the "Storrow plan" for the combination of New England railroads, and recommended the linking up of the four New England railroads with three or four competing trunk lines, which he said would reflect a commercial and industrial revival such as has never been experienced in the past history of New England.

Boston's Problem New England's

The Mayor warned that Boston's problem was New England's problem and that the time was ripe for the six States to co-ordinate their efforts for prosperity.

The need of the hour, he said, was the necessity of making Boston a cargo port. He called upon Massachusetts shippers to send their products through the port of Boston and urged the New England congressional delegation to obtain a federal appropriation of \$2,000,000 annually instead of \$40,000 for the development of the port's facilities.

His suggestion for the alignment of the New England railroads with competing trunk lines was endorsed by Gerrit Fort, veteran railroad executive and chairman of the Maritime Association of the Chamber of Commerce.

Fort Urges Big Rail Plans

In discussing his plan for establishing the highest degree of railroad efficiency here, Chairman Fort urged that the Pennsylvania railroad become frankly and openly identified with the New York, New Haven & Hartford; that the New York Central and Boston & Albany combination continue, and that the Boston & Maine and other northern New England railroads be grouped with the Delaware & Hudson, with a close working arrangement with the Erie and the Delaware, Lackawanna & Western railroad.

The co-operation of the State in the Mayor's programme was assured by Governor Allen, who remained throughout the four-hour session, not only as Chief Executive of the Commonwealth but as a wool and leather merchant, he stated. The interchange of courtesies between the Mayor and the Governor was greeted with an ovation by the entire group at the dinner.

"Fullest Co-operation"

The Mayor presented the Governor as "one who fills the office in keeping with the highest tradition that it has ever represented in its history." And in reply, the Governor remarked that he was glad to announce that the State "will render fullest co-operation with the government of the Mayor of Boston, my friend, James Michael Curley."

Taking up the Mayor's demand for the co-operation of the "brains, optimism and wealth of New England," the Governor stated that New England still had a sufficient supply of all three commodities, with sufficient to spare for the aid of the rest of the country. Although there had been a noticeable business recession since the last few weeks, the

Conte

POST 2/28/30

worse crises had been weathered in the past. "It is always darkest before dawn," he quoted. "And we will emerge into the industrial sunlight with greater prosperity than ever before," he promised.

Fervent Tribute to Mayor

The Mayor was referred to as "the incarnation of the highest ideals of civic service," by former Attorney-General Herbert Parker, chairman of the Massachusetts Bay Colony Tercentenary Commission, who voiced confidence that New England would be true to its past traditions and that Boston would spring into commercial leadership under the direction of the Mayor.

Unqualified support of the Chamber of Commerce in the work of the new Bureau of Industry, Commerce and Publicity towards carrying out the Mayor's programme was recorded by President Henry I. Harriman, who told of the activities of his organization in developing Boston and the rest of New England.

"Problems facing New England are no greater or more serious than those faced by the other industrial centres of the world," said President Harriman. "If we here in New England lack one thing; it is the spirit of co-operation. We are traditionally individualists. We don't draw well in team or tandem. But we must work together at this time and I pledge the hearty and enthusiastic support of the Chamber of Commerce to the programme."

That the port of Boston has already shown progress in the few weeks of the Curley administration was attested by Manager Frank S. Davis of the Chamber's Maritime Association. He announced that Eastern Steamship officials had informed him last night that they were awarding a contract for \$5,000,000 worth of new ships for the coast-wise trade, and he stated that officials of the United States Lines had promised to add more steamers here for the transatlantic service.

The establishment of an agency in London by the railroad interests here with the co-operation of the Mayor was suggested by Manager Davis as a promising means of interesting travellers of the United Kingdom with the scenic beauty of New England and commercial facilities of Boston.

Postmaster Charles R. Gow, former president of the Associated Industries of Massachusetts, concluded the radio speaking programme with an appeal to the assembled leaders to contribute to the fund to be used for publicity and other measures in the development of industry and commerce here.

"This is not a partisan or political question," stated the postmaster. "It affects every man, woman and child in our neighborhood, and the Mayor has the right to call upon every one of us to help. Further, he deserves the voice of appreciation for his promptness in sensing the need of the hour for better co-operation in the programme for the rehabilitation of the industrial supremacy of this section of the country."

Representative Gathering

Seated at the head table with the seven speakers, the representatives of the leading civic, educational, diplomatic and official groups, were President Dana D. Barnum of the Boston Consolidated Gas Company, Vice-President Charles G. Bancroft of the United Shoe Machinery Corporation; General Manager Harry E. Gould of the Bethlehem Shipbuilding Corporation, President Walter S. Bucklin of the National Shawmut Bank; Patrick A. O'Connell, vice-president of the Retail Trade Board; Acting President Thomas Nelson Perkins of the Boston & Maine railroad; President Harold F. Mason of the Boston Real Estate Exchange; President Charles L. Edgar of the Edison Electric Illuminating Company of Boston; General Edward L. Logan,

General Manager Edward Dana of the Boston Elevated Railway, Vice-President Charles F. Weed of the First National Bank, Collector of the Port Wilfred W. Lufkin, Arthur P. Russell, executive vice-president of the New York, New Haven & Hartford railroad; President George D. Kimball of the Massachusetts Real Estate Exchange, General Agent William McIsaac of the United States Lines, President John A. Cousens of Tufts College, John F. Tinsley, representing the New England Council; President Daniel L. Marsh of Boston University, Dean Gleason L. Archer of Suffolk Law School, General Agent Christopher DeGroot of the North German Lloyd Lines, the Very Rev. James H. Dolan, S. J., president of Boston College; General Consul Kurt von Tippelskirch of Germany, Dean Everett W. Lord of Boston University, President Gaspar G. Bacon of the State Senate, President William G. Lynch of the City Council, Chief of Staff Rufus Z. Johnston, U. S. N.; Lieutenant-Colonel George W. Cocheu, general staff corps, U. S. A., and a number of others.

HERALD 2/28/30

TO SETTLE DISPUTE OVER SUBWAY RENT

Silverman, Snow, Barnum
Named to Draft Bill

Solution of the controversy about rental of the subway extension at Governor square is expected to be suggested to the conference committee of the legislative committee on metropolitan affairs by Corporation Counsel Samuel Silverman, Frederic E. Snow, director of the Elevated and H. Ware Barnum, representing the Elevated trustees.

To them was delegated, yesterday, the responsibility of drafting an acceptable bill, which will not alone provide for the subway extension under Commonwealth avenue to Blandford street and under Beacon street to a point near the Boston & Albany bridge, but will provide for supports of the construction, in the future, of a vehicular overpass on Commonwealth avenue.

Mayor Curley convinced the conference committee of legislators that Director Snow should participate in the drafting of the bill. In view of the fact that acceptance by the directors of such an extension is required by the Elevated Act of 1918, the Mayor argued that a representative of the directors should be active in the solving of the problem.

The Elevated trustees have objected to accepting a rental of the Governor square extension on the same basis that other subways and rapid transit lines are rented but the mayor has been adamant in his attitude that no change would be agreed to by the city.

Elevated trustees have been disinclined to look with favor on the Governor square extension unless reduced rental was assured. The report of the special committee is expected to suggest the rental cost. Whether any change will be recommended is not known but as far as the mayor is concerned, there has been no secret agreement entered into which will be guarded until the bill drafting committee files its report.

Mayor Curley favors the proposal to construct an underpass at the North station so that pedestrians may be able to cross Causeway street without being bothered by motor traffic.

POST 2/28/30

HE DIDN'T MEAN IT THAT WAY

But Com. Goodwin
Has to Stand for Bit
of Joshing

Appearing before the legislative committee on civil service at the State House a day or two ago, Chairman Frank A. Goodwin of the Finance Commission was quoted as declaring that although he did not know who was the present chairman of the Boston Traffic Commission, he was convinced, that whoever he might be, he did not know as much about the job as Joseph A. Conry.

TRIES TO APOLOGIZE

Now Colonel Thomas F. Sullivan, chairman of the Transit Commission, is also acting traffic commissioner. He read Mr. Goodwin's remarks yesterday and reached for a telephone.

"Hello, Frank. This is Tom Sullivan," said the busy man, who is holding down two of the city's most important jobs. "I wanted to let you know you were absolutely right when you said that the present traffic commissioner doesn't know half as much about the job as Joe Conry."

"Glad you agree with me, Tom," said the ex-registrar, "and by the way, who's got that job, now anyway?"

"I have, Frank."

Commissioner Goodwin tried hard to apologize, but the genial and bluff colonel drowned him out with laughter. "I understood what you meant, Frank," he said, "and you were right as usual." Colonel Sullivan was appointed acting traffic commissioner by Mayor Curley, following the resignation of William A. Fisher, Nichols appointee and pending the expected confirmation of Conry by the Civil Service Commission.

EXPLAINS JUMP IN CITY EMPLOYEES

In an analysis of the increase in the number of city employees from 12,558 in 1905 to 19,268 last year, City Clerk Wilfred J. Doyle revealed yesterday that the school staff increased 123 per cent, the police force 81 per cent, and the employees under control of the Mayor in the city departments only 24 per cent.

CORRECTION

**The preceding document has been re-
photographed to assure legibility and its
image appears immediately hereafter.**



GLOBE 2/16/30

Post 2/16/30

COAST GUARD WON'T PARADE ON MARCH 17

Didn't Get Proper Place in
1929, Commandant Says

Chief Marshal for Evacuation Day
Appeals to Washington

Because he feels that the Coast Guard was not given its proper position in the parade in South Boston last year in commemoration of Evacuation Day, Capt H. R. Searles, commandant of the Coast Guard in the Boston area, has declined to permit his organization to participate in the parade, March 17.

He has written a letter to Edward C. Carroll, chief marshal of the parade, to this effect and, so far as he is concerned, Capt Searles says the matter is closed.

Mr Carroll has decided that he will not accept as final the declination of Capt Searles, which came in response to an invitation he sent to the Coast Guard headquarters, and he has telegraphed Congressman John W. McCormack an appeal to take the matter up with the powers that be at Washington.

Capt Searles' Explanation

Capt Searles denies that he was influenced by the recent killing of members of the crew of the rum-runner Black Duck by marksmen of a Coast Guard boat or by the demonstrations against the Coast Guard in New London, Boston and other cities.

"The Black Duck incident had nothing to do with it," Capt Searles told a Globe reporter last night. "In last year's South Boston parade, the relative positions of the various military and Naval units were laid out, but, when our men marched up, they were assigned to a part of the line which was not their place.

"We remained there, as we did not care to complicate things by making a protest before the parade, but when it



EDWARD C. CARROLL
Chief Marshal of Evacuation Day Parade
in South Boston

son I have given you is the only one that influenced my action."

Mr Carroll thinks that Congressman McCormack may be able to convince the commanding officer of the Coast Guard at Washington that everything can be arranged to satisfy Capt Searles and he expects to be informed within a few days that Capt Searles has changed his mind.

Other Military Bodies Accept

All other military and Naval organizations invited have signified their willingness to participate. Gov Allen has told Mr Carroll that he will send one of the largest State military units that has ever taken place in the Evacuation Day parade. This will include the 101st Infantry.

The commandant of the Charlestown Navy Yard, Rear Admiral Andrews, and Gen Preston Browne, commanding the 1st Corps Area, have detailed large Naval and military detachments for the parade. Army stunt flyers, commanded by Capt Charles Lyons, U. S. N., will fly over the line of march.

Senators Walsh and Gillett and Congressman McCormack have been instrumental in bringing out United States military and Naval forces to take part in the celebration.

Chief Marshal Carroll has appointed John (Jack) O'Brien as chief marshal of the civic division.

Chief Marshal Carroll has asked the School Committee to close the schools of the district March 17 to permit the children to attend the four theatres where will be featured programs on the "Historical Significance of the Day."

Mayor Curley has announced that on March 17 he may be able to start three distinct public improvements: The breaking of ground for the new L-st bathhouse; the widening of L st from the Army Base to Broadway, and the terraced approach to Dorchester Heights from the Strandway.



CAPT H. R. SEARLES
Commandant of Coast Guard in Boston Area

was over we asked for an explanation and that explanation was not satisfactory. So this year, when the invitation came, it was decided that we would not take part in the parade, and I have written a letter to that effect to Mr Carroll. In the letter I told him why.

"That is the whole story and the rea-

PAY BILLS OR WATER SHUT OFF

Curley Starts Drive to
Collect From De-
linquents

Seeking to break up what he termed "a new racket to evade payment of water rates," Mayor Curley late yesterday ordered the enforcement of the city ordinance which requires the shutting off of the water supply when the bills remain unpaid.

\$1,919,580 DUE CITY

He declared that \$1,919,580 was due the city in water rates and that of this amount more than \$235,000 has been outstanding for more than a year. Unless the bills are paid by March 15, the water will be shut off.

"Under the law," stated the Mayor, "it is difficult for me to understand why this condition has been permitted to develop. I recognize it as my duty to enforce the collection of these outstanding water accounts, as it is a gross injustice to unfairly burden the citizens of the community who have not enjoyed political immunity in the matter of the payment of their just accounts."

Racket Becoming Alarming

Declaring that "the racket" had assumed "alarming proportions," the Mayor said that "apparently the fear of public criticism, or possibly a more sinister motive, is responsible for the failure to collect the money necessary for the proper conduct of city activities as specifically required by city ordinance."

"The Mayor pointed out that the present session of the Legislature rejected a bill seeking to forbid the shutting off of the water supply where landlords refuse to pay their water rates. And he noted further that the tenants have recourse to law against landlords who fail to furnish water, under the act which provides a penalty of \$100 fine or imprisonment for not more than six months, for such delinquent property owners.

In cases where doctor's certificates can be furnished to show that there are sick patients in the house, the city water operatives will not shut off the supply, but will bring court action to force payment of the bills.

NO DECISION YET BY MAYOR CURLEY

When asked last night if he intended to accept the invitation which the Federation of Municipalities within the Metropolitan area voted to extend him to join their organization, Mayor Curley said that he would withhold his decision until he received a formal invitation.

INSIST ON MARCH OF COAST GUARD EVACUATION DAY

South Boston Leaders to
Ask Comdr. Searles to
Reconsider Decision

BILLARD SCOFFS AT 1929 SLIGHT

Says Ice Patrol Duty Only
Reason for Keeping Out
of Parade March 17

Comdr. Hiram H. Searles of the New England division of the coast guard will be invited today to meet a delegation of prominent residents of South Boston who wish to ask him to reconsider his decision to keep the coast guard out of the Evacuation day parade this year.

The delegation comprises John J. Reardon, president of the South Boston Citizens' Association; Gen. Edward L. Logan, judge of the South Boston district court, and Edward C. Carroll, chief marshal of the parade. Mr. Reardon made the announcement last night that Comdr. Searles would be asked to change his mind.

TO CONSULT BILLARD

At the same time Admiral Frederick C. Billard of Washington, national commander of the guard, will be approached on the matter by Congressman McCormack, who has an appointment with Admiral Billard today. Congressman McCormack and Senator Gillett, at the request of Mr. Carroll, are doing what they can to reverse the coast guard's decision. So far the attempt has been unsuccessful as indicated in the following telegram received from the senator by Mr. Carroll yesterday:

In reply to your telegram regret to have to state that I am informed by Admiral Billard that on account of service exigencies it will not be practical for the coast guard to participate in the parade this year. Admiral Billard said by telephone last night that the "sole reason" for the coast guard's refusal to march was the necessity of starting ice patrol duty earlier than usual. He also said that the coast guard was not concerned with such a matter as the slight supposed to have been done it in last year's parade when the naval reserve contingent pushed ahead of the coast guard in the line of march. The night before Comdr. Searles had said that this unfavorable treatment and the absence of subsequent

apology was the real reason for his declining this year's invitation.

FEAR OF DISORDER SEEN

In the mean time, despite denials, the feeling persisted in South Boston that fear of disorder arising from the Coast Guard's unpopularity with vociferous wets as a result of its recent prohibition activities was an important contributing factor in its decision not to march. Several leading residents of the district made statements promising that the guardsmen would be treated with all due respect and courtesy.

William H. Kendricks, chief marshal of the 1929 parade, said that the coast guard's position behind the naval reserve last year was directly contrary to his orders and that the fault lay, not with himself or members of his staff, but with coast guard officers for failing to keep in the place assigned them.

"Certainly the people of South Boston and the various staffs and committees managing the Evacuation day celebration intended no slight," he said. In fact we gave the coast guard more recognition than usual by inviting them to the Evacuation day banquet, although this had not been done in previous years."

EXPRESSED REGRET

He said that he had expressed his regret to Capt. Eugene Blake, then commander of the coast guard here, for the unfavorable line position in which the detachment found itself, at the same time disclaiming responsibility for the incident.

"We regret exceedingly the decision of Comdr. Searles," Mr. Reardon said in the statement announcing that the commander would be asked to reconsider. "If the coast guard should be allowed to parade in South Boston, its officers and men may be certain of the same scrupulous courtesy and respect that will be paid all other units and all the hospitality we can provide for them."

Referring to the intention of making this parade the largest in history because of its relation to the centenary observance and pointing out that state and city together will spend more than \$12,000 on the Evacuation day celebration, he continued:

"The commonwealth recently recognized the importance of the parade when Gov. Allen at a conference told Representative William P. Hickey of South Boston that he would look favorably on legislation to make it possible to increase the usual representation of the national guard. Mayor Curley will also during our celebration break ground for the building of the new I. street bath house and a new road from the foot of Covington street to Dorchester Heights."

Richard J. Dwyer, chairman of the Evacuation day committee, said:

I am quite certain that the situation will be adjusted to the satisfaction of all, and I am also sure that Chief Marshall Carroll will give the coast guard its proper place in line. The people of South Boston and of the city of Boston in general are too patriotic to offend any branch of the government service at any time. Governor's Councillor James F. Powers said:

The people of South Boston respect all upholders of the law. I feel that the coast guard should parade. There is no ill feeling or malice against the coast guard in Boston. I believe that all they do is their duty, just like firemen or policemen.

CURLEY PRESIDES AT JOINT MEMORIAL

Anniversaries of Lincoln and
Washington Observed

More than 1800 persons attended the joint memorial exercises of the birthday anniversary of Lincoln and Washington last night at Symphony hall. Dr. Jeremiah E. Burke, superintendent of schools, Paul G. Curley, son of the mayor, and Boston school children were the principal participants.

Dr. Burke, the orator of the celebration, paid tribute to the abilities and rise of both Washington and Lincoln, and declared their lives demonstrated a striking example of the equality of opportunity of America. He described at length the situations and crises each was forced to face, and said that in the face of the current materialism it was reassuring to find that the lives of these men showed their faith and reliance on all-ruling power.

Following a prelude by the orchestras of Roger Wolcott and Ulysses S. Grant schools, Mayor Curley was presented as presiding officer by the chairman of the committee, Judge Frank Leveoni. Invocation was pronounced by Mgr. Ambrose F. Roche, followed by the reading of excerpts from Washington's farewell address by Sylvia S. Marcus of Roxbury Memorial high school, who was selected to represent the girl pupils of the city.

Paul G. Curley, the mayor's son, delivered the same address his father, then president of the Mayors' Club of Massachusetts, made at the tree-planting exercises several years ago at the Lincoln Memorial at Washington. Lincoln's Gettysburg address was delivered by James E. W. Stewart, senior at English high school. The exercises closed with the community singing of patriotic airs by the entire audience and a chorus of 400 picked pupils of Boston schools, assisted by the inter-scholastic symphony orchestra.

POST 2/16/30

\$3000 POST FOR DOWLING

Frederic E. Dowling of 4 Imrie road, Brighton, Republican member of the City Council for the last four years, was appointed yesterday by Mayor Curley to serve as secretary of publicity in the commercial, industrial and publicity bureau at a salary of \$3000.

Former Councillor Dowling years ago served as City Hall reporter and during the past 10 years was editor, owner and publisher of the Allston-Brighton Recorder. He served in Cuba during the Spanish war and was later a member of the House of Representatives and chairman of the draft board in his home district in 1917.

CURLEY STARTS TWO INQUIRIES

More Than Half Million In
Unpaid Water Bills
Rouses Ire

LONG ISLAND WORK ALSO UNDER FIRE

Mayor Curley started double barreled investigations yesterday following his disclosure that the city is owed \$679,580 in unpaid water bills and that a complete collapse is feared of the new heating and power equipment at the Long Island hospital for the chronic sick where more than 1250 aged men and women patients are confined.

He struck vigorously at both conditions with an order to the commissioner of public works that all water bills must be paid before March 15 or the water shut off, and directions for an investigation at the Long Island institution by expert engineers. He may also ask the finance commission to investigate Long Island.

In a statement defending his action, in which he pointed out that outstanding water bills Dec. 31 amounted to \$679,580, to which was added \$1,240,000 for water service in the last quarter of 1929, the mayor indirectly charged the Nichols administration with responsibility for the existing condition.

To insure the payment of bills by property owners who have avoided or refused to recognize demands for settlement, he has ordered the water department to stop the flow of water to the premises of all delinquents after March 15. This drastic form of action he declared the only method to curb a condition that since Jan. 1 has assumed "alarming proportions."

"Apparently," said the mayor, "the fear of public criticism, or possibly a more sinister motive, is responsible for the failure to collect the money necessary for the proper conduct of city activities as specifically required by city ordinances."

"Under the law," he continued, "it is difficult for me to understand why this condition has been permitted to develop. I recognize it as my duty to enforce the collection of these outstanding water accounts as it is a gross injustice to unfairly burden the citizens of the community who have not enjoyed political immunity in the matter of the payment of their just accounts."

After announcing that he had ordered drastic action, Mayor Curley went on:

It may be contended that the enforcement of collection of water rates through the shutting off of the water is an injustice to the tenant, but the tenant or occupant of any premises has recourse to the law against the owner of the property whose failure to furnish water is due to his failure to pay the bill

rendered to him for water. Chapter 555, Acts of 1920, as amended, provides a penalty of \$100 or imprisonment of not more than six months for the owner of a building who fails to furnish water to a tenant.

LONG ISLAND HOSPITAL

In the case of the Long Island Hospital the investigation has been ordered by Mayor Curley to discover the cause of the disabling of two of the battery of five boilers.

The equipment, installed since June 15, 1928, at a cost of \$175,149, has already been inspected by engineers of the staff of the Boston Elevated railway and today Tech experts will make a similar inspection, the mayor said.

Until their report is received, the mayor will withhold comment upon the situation which has unexpectedly developed and he will likewise hold in abeyance an intention to ask the finance commission to direct an official inquiry which it is now planned to confine to the heating plant, but which, according to well authenticated reports, may be expanded into an investigation of the administration of the institutions department.

For the past two days it has been necessary to conserve heat and electric current at the island and although an obvious effort was made yesterday to minimize the significance of the disabling of two boilers, it was admitted at the island that the conservation of electric current has been due to fear of subjecting the remaining boilers to avoidable high pressure.

Though Supt. John J. Ryan of the hospital declared yesterday that the loss of two-fifths of the steam generating equipment had resulted in no serious inconvenience, city officials who were loath to talk until the report of the Tech engineers is presented, made no effort to conceal apprehension about the possibility of further trouble with the hospital heating plant which may deprive the institution of heat as well as power.

BLAME PULVERIZED COAL

Unofficially it has been intimated that expert opinion has been given that the tremendous heat to which the boiler tubes have been subjected, because of the use of pulverized coal, resulted in a swelling of tubes and in the melting of rivets and bolts.

Upon the theory that this explanation may be accepted, engineers will give consideration today to the wisdom of scrapping the pulverizing equipment and establishing the station on either an oil or coal basis.

The first boiler went out of service Jan. 30 and Thursday night the second became disabled. Acting Institutions Commissioner John J. Lydon made a hurried trip to the island. He communicated with Mayor Curley and the latter ordered the investigation.

Examination of the contracts in the city auditor's office for the installation of the new heating equipment showed that three contracts, two awarded without advertising, were given the J. P. Dwyer Company for the total work.

WILL REPORT ON HOSPITAL BOILERS

Lydon Goes to Long Island
With Contractors

John J. Lydon, acting institutions commissioner, visited the Long Island Hospital yesterday with the contractors who installed the boilers there for the purpose of preparing a report which he will submit to Mayor Curley today or tomorrow on the conditions of the equipment, which has been described as dangerous.

With John J. Ryan, superintendent of the hospital, he inspected the boilers in which "oil bags" have formed, rendering them subject to explosion at any time, and other steam generating equipment used to supply light and heat to the hospital, where 1200 patients are under treatment.

If the facts warrant, a lawyer from the city law department may be assigned to open a suit for recovery of the money expended under a contract to convert the heating system to one which uses pulverized coal as fuel.

It is believed that the condition may have been the result of the heat of 2300 degrees generated by the new fuel, which fused the metal of the boiler around masses of oil imperfectly separated from the water.

Two 84-inch boilers have been put out of use as unsafe, with considerable curtailment of heat and light, and Commissioner Lydon yesterday directed a special crew to work on three other boilers to keep the plant in operation.

By Wednesday repair of the two 84-inch boilers will permit an examination of the 66-inch boilers which are now in use.

MASS. EXCHANGE MEMBERS GATHER

Walter S. Kelley Speaker at
First of Weekly Meetings

The Massachusetts Real Estate Exchange launched its new idea of conducting an exchange day weekly, meet-

ing at the office of the exchange on Friday, Feb. 14, at 12:30 P. M. It is the plan of the exchange to conduct these meetings once a week if the attendance of the members warrant it. Different speakers from time to time will give informal talks on matters significantly interesting to the members.

During the meeting, John T. Scully, executive secretary of the exchange and recently appointed director of the industrial bureau of the city of Boston by Mayor Curley, presided, and introduced Walter Stuart Kelley, who spoke on "Unified Transportation for Greater Boston and Its Effect on Our Industries and Real Estate Values."

Mr. Kelley pointed out the necessity for action now on the electrification of all railway systems for Boston and a consolidated union station. He brought out the human element involved in making this large area attractive as a location for industries and as a residence for employes as well as saving in the cost of distribution of commodities.

There was a representative group of members present, and it is hoped that the members will respond to this exchange day in the future to such an extent that it will be possible to hold them every week.

DR BURKE WARNS OF "NEW FREEDOM"

School Head Says Faith
Moves and Rules World

Talks at Washington-Lincoln
Exercises of City

Disbelief in God is the profane dogma concealed behind the so-called new freedom, Dr Jeremiah E. Burke, superintendent of the Boston public schools, told the audience at the Washington-Lincoln memorial exercises in Symphony Hall last night, the official city tribute to the two great leaders.

In his address, in which he enumerated the great qualities of leadership exhibited by Washington and Lincoln in times of stress and national crises, Dr Burke warned against carrying the doctrine of "new freedom" to extremes.

"It is faith that now moves and rules the world," Dr Burke said. "It is faith that holds civilization together."

In another part of his address Dr Burke said that Washington and Lincoln possessed the essential virtues without which no man in a democracy may aspire to lead.

"Unless in imitation of such leadership, the people likewise practice these fundamental virtues, no Nation may expect long to endure," he said.

Equality of Opportunity

"It is a happy thought to celebrate on a single occasion the birthdays of George Washington and Abraham Lincoln. Washington and Lincoln have often been compared, and neither suffers through contrast. The one is the complement and the counterpart of the other.

"Each was of heroic mould. One became the creator of the American union; the other its defender and preserver. One made liberty a reality; the other made slavery an impossibility. One a thousand times exposed himself to death in his country's cause; the other actually offered up his life that all mankind might be free.

"Lincoln from the log cabin, Washington from the home of affluence and culture—each attained the highest secular office in all the world—the presidency of the United States. Oh, what a striking example of equality of opportunity. Truly in America, Hope is the tailor of the ragged boy—of every boy, rich and poor alike!"

"The greatest tribute we can offer to Washington and to Lincoln tonight is a firm resolve to emulate the qualities that made these Nation builders exalted among men and humble in the sight of God."

School Children Sing

The memorial exercises were opened by Frank Leveroni, chairman. The combined orchestras of the Roger Wolcott and Ulysses S. Grant Schools played patriotic airs, while 400 school children sang.

"A Tribute to Lincoln," written by Mayor Curley, was given by the Mayor's son, Paul G. Curley. Lincoln's Gettysburg address was delivered by James E. W. Stewart of English High School, and excerpts from Washington's farewell address were read by Miss Sylvia S. Marcus of Roxbury Memorial High School.

ACTION LAID TO RECENT BLACK DUCK SHOOTING

Fear Repetition of Disorders
Like That On
The Common

COMMANDER GIVES ANOTHER REASON

Says It Is Because They
Were Put Behind Naval
Reserve Last Year

Still the object of widespread ill will on the part of anti-prohibitionists as a result of the Black Duck shootings and subsequent events, the Coast Guard, abandoning a practice of many years' standing, has refused to march in the Evacuation day parade on March 17 in South Boston.

Commander Hiram R. Searles of the New England division of the Coast Guard has definitely declined the invitation of Chief Marshal Edward C. Carroll for the Coast Guard to take its accustomed place in the patriotic celebration in line with army, navy and reserve detachments.

According to Mr. Carroll, one reason for the guard's unwillingness to take part in this year's procession is fear of repetition of the disorderly demonstration against the law enforcing body such as that which occurred on the Boston Common a few days after the Black Duck episode when a recruiting sign was torn down and a guardsman routed from his post. This was the understanding, Mr. Carroll said, that he got from a talk with Commander Searles.

COMMANDER'S REASON

The commander said last night, however, that the reason for refusal was the fact that last year, contrary to government registrations, the naval reserve contingent was placed ahead of the coast guard in the line of march. He denied that fear of disorder was a contributing factor.

"We were assigned our proper place in advance last year," he said, "but when the parade actually lined up the naval reserve was pushed in ahead of us. It would have been impossible for the coast guard to assume its correct position without throwing the whole ceremony into the utmost confusion.

"After it was over I made a protest to Chief Marshal William J. Kendrick and asked him to submit an apology. Mr. Kendrick replied that an investigation would be made. Since no further attention was paid to my request,

when the coast guard was invited again this year to participate in the parade I simply decided to have nothing to do with it."

HIS OWN AUTHORITY

Comdr. Searles said that he was acting on his own authority in the matter. In the meantime Mr. Carroll has asked Congressman John W. McCormack to discuss the subject with high coast guard officials in Washington in the hope that the parade in the tercentenary year may not lack one of its customary features. It is hoped that the celebration this year will be larger, more elaborate and more popularly received than ever before.

Another reason advanced by Comdr. Searles last night was that most of the men will be away from Boston on Evacuation day. He first named this as the sole cause for the coast guard's non-participation in the procession but later admitted, when informed that Mr. Carroll had spoken of last year's tactical error, that the unduly backward position given the coast guard in the parade a year ago was the real reason for refusing to march next month.

Those who saw the Evacuation day observance last year recall the coast guard unit as one of the finest of all the detachments taking part. There are pronounced efforts to make the 1930 display the most impressive ever in view of the 300th anniversary of Boston's founding and the prominent part played in early history by South Boston and Dorchester Heights. The ceremony this year will be virtually a double celebration of Evacuation day and the tercentenary.

Mr. Carroll served as aide-de-camp to Chief Marshal Kendrick last year. Both are retired navy men. John J. O'Brien has been appointed chief marshal of the civic division this year and Edward J. Sheehy, U. S. A., retired, chief of staff.

Mr. Carroll has taken steps to induce the Boston school committee to pass an order closing the schools of the district on March 17 so that the children may attend four theatres giving programs on the historical significance of Evacuation day.

Gov. Allen has expressed his intention of detailing one of the largest military detachments, including the 101st infantry, to take part. The commandant of the Charlestown navy yard, Rear Admiral Andrews, and Gen. Preston Brown, commanding the 1st corps area, have both detailed large detachments for the parade. Stunt fliers, commanded by Capt. Charles Lyons, U. S. N., will fly over the line of march.

GLOBE 2/17/30 PM

JOBLESS STORM CITY EMPLOYMENT BUREAU

Windows Smashed Unintentionally Today—About 1300 Extra Snow Shovelers at Work

Jobless men, willing and anxious to do any kind of work to earn a few dollars, stormed the building in which the Municipal Employment Bureau is located at 187 Blackstone st. near Haymarket sq. this morning, looking for an opportunity to be put to work as snow shovelers for the city.

The crowd thronged the broad wooden stairway leading to the employment offices on the second floor. The men crammed themselves into every available inch of standing room in both the men's and women's division of the bureau.

In their eagerness to be among the first to get jobs the men pushed and milled at the front door and several windows were smashed, but wholly unintentionally. The crowd was so dense in the men's division that Sergt Sullivan, who had been ordered to the scene, feared that the floor of the building might collapse.

After a conference it was decided to order the waiting jobless men to the street, as a safety measure. The men demurred at first, but finally filed down into the street, where they crowded the sidewalks and part of the traffic lane.

Nearly 1000 men were given snow-shoveling jobs by the city, through the intervention of the Municipal Employment Bureau, yesterday, according to the director, John J. Shields. The unemployment situation seemed to be so serious, he said, that Mayor Curley was anxious to put all the jobless men to work that he possibly could.

Bureau Also Open Yesterday

The city has about 2000 regular city employes who are available for snow work, and in addition to that number nearly 1000 others, who applied through the Employment Bureau were given a shovel and paid \$5 for the day's work yesterday.

This morning it was possible for Director Shields to assign about 300 more of the waiting men to snow-shoveling jobs. Although the employment bureau is usually closed on Saturday afternoons and Sundays, the place was kept open all day yesterday and the office force worked like trojans to accommodate as many of the jobless men as could be used on snow removal.

About 200 of the men were assigned to the city garage. Fifty were sent to

the City Hospital to shovel off the sidewalks and the many paths within the hospital grounds.

Shortly before 10 this morning the Municipal Employment Bureau had filled about every snow-removal job available and there were still nearly 100 men waiting around in the hope of being put to work. They stood on Blackstone st in front of the employment office, shivering in the piercing cold.

A sergeant and several policemen patrolled the front of the building, and at 10 o'clock the officers began telling the waiting men that there was nothing more doing for the present, and suggesting that they move along. The crowd then began to dwindle away.

Cooperation Needed

"We have tried to find snow removal jobs for all of these men," said Mr Shields, this forenoon. "We have put as many to work as we possibly could. If the public service corporations would cooperate, we could have found jobs for many more men, but these corporations now have all sorts of mechanical devices for taking care of their tracks and switches and do not need as many men as were once required after a storm.

"Ordinarily," said Mr Shields, "we would use not more than 300 extra men for a snowstorm. It is possible that we may be able to use more men later in the day."

The Municipal Employment Bureau was established eight years ago during a previous Curley administration, under the direction of the late Luke E. Shields, brother of the present director of the bureau. John J. has taken charge since the new incoming Curley administration.

The bureau maintains a men and women's division and makes no charge for securing jobs. The bureau also has a staff of solicitors who go out and look up vacant positions which the bureau may fill.

TRAVELER 2/17/30

MAYOR CURLEY IS LUNCHEON GUEST

Mayor James M. Curley will be the guest of honor at the February luncheon of the Professional Women's Club of Boston to be held at the Hotel Statler tomorrow. A reception at 12:30 will precede the luncheon. Mrs. Moses H. Gulesian is in charge of the musical program.

TRAVELER 2/17/30

CURLEY TO BOOST MEDICAL CENTRE

Workers for the New England medical centre \$1,500,000 fund will receive the good wishes of Mayor James M. Curley tomorrow noon at their third report meeting at the chamber of commerce. The mayor will attend and respond to an invitation to speak from Ralph Lowell, chairman of the committee.

The New England medical centre, although it is to benefit all New England, will be a combination of three Boston institutions—Boston Dispensary, Boston Floating Hospital and Tufts College medical school—and will also be situated in Boston.

The men's committee is growing steadily and more than 20 new members have volunteered since the last meeting.

A large attendance was at the meeting at the University Club of the doctors' committee today. Dr. Roger I. Lee, chairman of the committee, presided and called attention to the fact that 375 subscribers so far are doctors.

AMERICAN 2/17/30

CURLEY TO AID MEDICAL FUND

Workers for the New England Medical Center \$1,500,000 fund will receive the good wishes of Mayor James M. Curley tomorrow at their third report meeting at the Chamber of Commerce at noon. The mayor will attend the gathering and will respond to the invitation to speak from Ralph Lowell, chairman of the committee.

Since the New England Medical Center, although it is to benefit all New England as well as Boston, will be a combination of three Boston institutions—Boston Dispensary, Boston Floating Hospital and Tufts College Medical School—and will also be situated in Boston, the words of the mayor will be heard with the greatest of interest.

The men's committee is growing steadily and over 20 new members have volunteered their service since the last meeting.

A large attendance was present at the meeting at the University Club of the doctors' committee today. Dr. Roger I. Lee, chairman of the committee, presided and called attention to the fact that 375 contributors to the New England Medical Center fund, out of the approximately 1000 subscribers have been doctors.

POST 2/17/30

GET COAST GUARD INTO LINE IS PLAN

Seek U. S. Order for Men to Parade Evacuation Day

The refusal of Commander H. R. Searles to permit the Coast Guard to participate in this year's Evacuation Day parade on the grounds that his organization was slighted last year has caused Edward C. Carroll, chief marshal of the South Boston parade, to seek action in Washington through Congressman John W. McCormack, and Senators Walsh and Gillett, that will result in the presence of the guardsmen in the line of march.

CALLS IT SUBTERFUGE

Carroll also said yesterday that Commander Searles, while declaring his refusal to have the Coast Guard in this year's parade was due to the fact it was forced to march behind the naval reserves in 1929, and for no other reason, had mentioned public hostility to the Coast Guard and cited the Black Duck shooting at Newport with the subsequent destruction of a Coast Guard poster on Boston Common.

William J. Kendrick, chief marshal of last year's parade, openly accused the Coast Guard of subterfuge, declaring:

"I don't want to become involved in any controversy, but I don't intend to be made the 'goat' of any subterfuge by the Coast Guard for not parading."

"Captain Blake Admitted"

Moreover, Kendrick declared, the Coast Guard was allotted the position it has asked in last year's parade and actually was in that position when the parade started.

"Last year," Kendrick said, "when I asked Captain Eugene Blake of the Coast Guard to have his men in the parade, he refused, declaring the Coast Guard had not been given its proper place in line. He maintained the Coast Guard had been slighted by not being invited to the Evacuation Day banquets in years past. I saw to it that they were invited to the banquet, and issued a general parade order assigning the Coast Guard its desired place in the parade. No subsequent order was issued, and Captain Blake admitted in a letter to me that the Coast Guard was in its proper position when the parade started."

"If the officer commanding the Coast Guard let the Naval Reserves slip in front of them, why take it out on this year's marshal? If I made any mistakes I'm big enough to stand behind them. As a matter of fact, I did more for the Coast Guard than any other marshal."

POST 2/17/30

Said Real Reason Was Slight

Kendrick displayed a copy of the general orders for last year's parade in which the order of march placed the coast guard directly behind the U. S. navy unit and in front of the naval reserves. He pointed out, also, that in the parade the marine reserves marched directly behind the marines and in front of the navy, without causing any protest from the navy officers.

According to Carroll, Commander Searles told him it would be "pretty hard" to ask the men to parade in a cosmopolitan section such as South Boston after the trouble over the Newport shooting and the attack upon a coast guardsman on Boston Common. Carroll said he responded that the people of South Boston were good citizens and orderly, whereupon, he said, Commander Searles responded that the real reason was the slight of a year ago.

"Owing to Exigencies"

Commander Searles refused to comment upon this conversation with Carroll and reiterated that the coast guard, having been slighted in the past, would not parade this year.

Meanwhile, Carroll was informed by Senator Gillett, in a telegram from Washington, that he had talked with Admiral F. C. Billard, commandant of the coast guard and had been told by Billard that "owing to exigencies of the service it would not be practicable for the coast guard to participate in the parade this year."

Congressman McCormack wired that he expected to confer with Admiral Billard today or tomorrow and was "following up the matter in other directions."

No reply had been received from Senator Walsh and another appeal was sent to him last night, Carroll said.

GLOBE 2/18/30 AM

UNDERPASS AT GOVERNOR SQ BEFORE COMMITTEE

The Legislative Committee on Metropolitan Affairs yesterday discussed in executive session Mayor Curley's bill for the construction of an underpass at Governor sq, but took no action.

Neither did the committee take up the suggestion of Henry I. Harriman, chairman of the Boston Elevated trustees, that a subcommittee be appointed to confer with the Mayor and Elevated officials. There is said to be a feeling that such a conference may be held, however, with the entire committee attending.

GLOBE 2/18/30 AM

WILSON IS HONOR GUEST OF WARD 17 ASSOCIATION

City Councilor Robert Gardiner Wilson Jr was honored by the Ward 17 Associates, composed of his friends and supporters of the Dorchester ward, at a banquet last night at the Elks Hotel. He was presented a travelling bag by James McNamara in behalf of the gathering.

Arthur Corbett, secretary to Mayor Curley, represented the city and congratulated the guest of honor. Remarks were also made by William G. Lynch of South Boston, president of the Boston City Council, and John J. Curley. Thomas Kennedy was toastmaster.

POST 2/17/30

NEARLY 1000 MEN GET EMPLOYMENT

Storm Provides Work in Clearing Streets—Mayor Orders All To Be Given Jobs

Nearly 1000 unemployed men got work yesterday shovelling streets for the city and the same men—possibly more, if they apply—will be given work today, it was announced last night by John J. Shields, head of the Municipal Employment Bureau.

Every man who applied for work yesterday was given a shovel—and a \$5 bill for the eight hours' work, Mr. Shields said.

ITAL BOILERS TO BE REPAIRED BY TOMORROW

Commissioner Lydon and Supt Ryan Congratulate Themselves That No Explosion Occurred at Long Island



INSPECTING BOILERS AT LONG ISLAND HOSPITAL

Left to Right—James P. Dwyer, contractor; Joseph F. Dwyer, contractor; John J. Lydon, Institutions Commissioner; John J. Ryan, superintendent of hospital.

Repairs, which are being rushed on the two defective boilers at the Long Island Hospital, will be completed by tomorrow, Acting Institutions Commissioner John J. Lydon said yesterday. Then an examination can be made to determine whether the three boilers now in operation are fit to be used.

Both Mr Lydon and Supt John J. Ryan of the hospital were congratulating themselves yesterday that no explosion had occurred in the two big boilers of the heating plant which are out of commission. The condition of the three smaller boilers, now functioning, will be ascertained by drawing the fires and having them examined.

Although two "experts" from M. I. T. were scheduled to go to Long Island yesterday afternoon on the municipal boat, none appeared. Commissioner Lydon escorted a party of newspapermen to the island and went over the situation with them.

"Bags" in Boilers

Supt Ryan said he notified the State Department of Public Safety as soon as he found that something was wrong with the new boilers. Inspector John B. Kearney investigated, he said, and found in one of the two 84-inch boilers, a "bag," or buckle, two feet by four feet. This was caused by oil in the water, according to the inspector.

In the other big boiler, according to Supt Ryan, there was a comparatively small "bag," but 29 rivets were missing.

Commissioner Lydon stated that, if the seam of the boiler had split, dropping hundreds of gallons of boiling water into the firebox, where the temperature is between 2000 and 2500 degrees Fahrenheit, there would have been an explosion which would have wrecked the engine room and perhaps the building, in which 750 persons are housed.

Differ as to Cause

Opinions vary as to the causes of the condition. James P. Dwyer, head of the contracting company which installed the equipment, said he believed that carelessness or lack of skill in operation caused oil to get into the boiler. Mr Dwyer and his son, Joseph F. Dwyer, went down the harbor with Commissioner Lydon.

Supt Ryan said: "The separator works like a cream separator. A cream separator doesn't get all the cream out of the milk, and I don't believe this separator got all the oil out of the water."

"Among the improvements and replacements which we are going to make will be the installation of a filter, to cost \$200 or \$400. After the water goes through the separator it should go through a filter bed, to eliminate all foreign substances."

Commissioner Lydon said he notified Frank A. Goodwin of the Finance Commission last Friday of the condition of the boilers. Lydon said that the matter would be given into the hands of the city's Law Department for investigation.

The question of "pulverized coal," the fuel used at Long Island, was discussed at some length. Mr Dwyer said it was a comparatively new thing. Commissioner Lydon and Supt Ryan said they thought a hospital was no fit place for experiments.

Installed About Year Ago

A little more than a year ago the seven old boilers were removed from Long Island and the five present boilers were installed at a cost of \$175,149. The two big boilers alone, the three small ones alone, or one big one and two small ones alone, are sufficient to supply heat, power and light to all the buildings of the hospital, which has no connection with the city power lines.

At present, according to Supt Ryan, the hospital has sufficient heat, although its electric current consumption has been curtailed about 10 percent. If it should become necessary to close down the boilers now in use the 1200 or more patients on the island would be left in cold and darkness.

The "Tech experts" will be consulted sometime this week, Commissioner Lydon said. He said that they are interested in the pulverized coal system, in which a mixture of coal dust and air is blown into the fireboxes.

The total expense to the city of the necessary repairs to the big boilers will be about \$2000, Supt Ryan said.

Three Contracts Awarded

Records in the office of the city auditor, examined Saturday, showed that three contracts for boilers were awarded, two of them without advertising, to the J. P. Dwyer Company. The first contract, that of June 15, 1928, called for the removal of the seven old boilers and the supplying and installation of four new ones. Changes in the contract were approved July 15 and Dec 6.

The installation of two of the four boilers originally specified was eliminated in the changes. A second contract was awarded on Dec 12, 1928, without advertising, to the Dwyer company for \$54,000 for the installation of three high-powered boilers and necessary pipings, fitting, etc.

The third contract, involving \$47,149, awarded without advertising, was approved by Mayor Nichols Oct 24, 1929, and called for the installation of three steam turbine-driven coal-pulvering units.

POST 2/17/30

OIL IN WATER PUT "BAG" IN BOILERS

Inspector's Finding at Long Island Hospital---Repairs Are to Be Made by Tomorrow

Acting Institutions Commissioner John J. Lydon said yesterday that repairs on the two defective boilers in the Long Island Hospital, now being rushed, will be finished by tomorrow. An examination will then be made to ascertain whether the three boilers now in operation are in fit condition to be used.

"BAGS" IN BOILERS

It was a source of deep thankfulness to both Mr. Lydon and Superintendent John J. Ryan of the hospital yesterday that no explosion had occurred in the two big boilers of the heating plant which are now out of commission. The condition of the three smaller boilers, now in use, will be determined by drawing the fires and having them examined.

Although two "experts from M. I. T." were scheduled to go to Long Island yesterday afternoon on the municipal boat, none appeared. Commissioner Lydon escorted a party of newspapermen to the island and went over the situation with them.

Superintendent Ryan said he notified the State Department of Public Safety as soon as he found that something was wrong with the new boilers. Inspector John B. Kearney investigated, he said, and found in one of the two 84-inch boilers a "bag," or buckle, two feet by four feet. This was caused by oil in the water, according to the inspector.

In the other big boiler, according to Superintendent Ryan, there was a comparatively small "bag," but 29 rivets were missing.

Disagree as to Cause

Commissioner Lydon stated that, if the seam of the boiler had split, dropping hundreds of gallons of boiling water into the firebox, where the temperature is between 2000 and 2500 degrees Fahrenheit, there would have been an explosion which would have wrecked the engine room and perhaps the building, in which 750 persons are housed.

Opinions vary as to the causes of the condition. James J. Dwyer, head of the contracting company which installed the equipment, said he believed that carelessness or lack of skill in operation caused oil to get into the boiler. Mr. Dwyer and his son, Joseph F. Dwyer, went down the harbor with Commissioner Lydon.

Commissioner Lydon said he notified Frank A. Goodwin of the Finance Commission last Friday of the condition of the boilers. Lydon said that the matter would be given into the

hands of the city's law department for investigation.

The question of "pulverized coal," the fuel used at Long Island, was discussed at some length. Mr. Dwyer said it was a comparatively new thing. Commissioner Lydon and Superintendent Ryan said they thought a hospital was no fit place for experiments.

Total Expense About \$2000

A little more than a year ago the seven old boilers were removed from Long Island and the five present boilers were installed at a cost of \$175,149. The two big boilers alone, the three small ones alone, or one big one, and two small ones alone, are sufficient to supply heat, power and light to all the buildings of the hospital, which has no connection with the city power lines.

At present, according to Superintendent Ryan, the hospital has sufficient heat, although its electric current consumption has been curtailed about 10 per cent. If it should become necessary to close down the boilers now in use, the 1200 or more patients on the island would be left in cold and darkness.

The "Tech experts" will be consulted sometime this week, Commissioner Lydon said. He said that they are interested in the pulverized coal system, in which a mixture of coal dust and air is blown into the fireboxes.

The total expense to the city of the necessary repairs to the big boilers will be about \$2000. Superintendent Ryan said.

Records in the office of the city auditor, examined Saturday, showed that three contracts for boilers were awarded, two of them without advertising, to the J. P. Dwyer Company. The first contract, that of June 15, 1928, called for the removal of the seven oil boilers and the supplying and installation of four new ones. Changes in the contract were approved July 15 and Dec. 6.

The installation of two of the four boilers originally specified was eliminated in the changes. A second contract was awarded on Dec. 12, 1928, without advertising, to the Dwyer company for \$54,000 for the installation of three high-powered boilers and necessary pipings, fittings, etc.

The third contract, involving \$47,143, awarded without advertising, was approved by Mayor Nichols Oct. 24, 1929, and called for the installation of three steam turbine-driven coal-pulverizing units.

HERALD 2/18/30

MAYOR CONFERS ON APPOINTEES

Expects Favorable Action
After Session with Civil
Service Board

McLAUGHLIN AND
CONRY ARE PRESENT

After a two and a half hour conference with the members of the state civil service commission yesterday afternoon, Mayor Curley emerged from the hearing room in a frame of mind which indicated that he expects favorable action from the commission on the appointments submitted by him for heads of the various municipal departments.

Neither the mayor nor Commissioner Elliot H. Goodwin would give any official recognition to the reports that the appointments of Joseph E. Conry as traffic commissioner and Edward F. McLaughlin as fire commissioner would be confirmed at a resumption of the civil service commission's deliberations today, but all three members of the commission frankly declared that they were delighted with the results of the long interview.

APPOINTEES PRESENT

Conry and McLaughlin were present during the first hour of the conference, but after their departure Mayor Curley remained secluded with the commission for an additional hour and a half. Commissioner Goodwin said that the conference, suggested by the commission, had established a precedent in the relations between the commission and the mayor of Boston.

Mayor Curley advanced all the qualifications of his appointees, including Mrs. Helen G. Galvin, named as city registrar; Joseph A. Rourke, commissioner of public works; James E. Maguire, institutions commissioner, and John J. Martin and Theodore C. Haf-fenrefer as sinking fund commissioners, as well as Conry and McLaughlin.

Mr. Curley, in amplifying his statements before the commission, declared that his appointees obviously are qualified by education and that there is no set standard for estimating their qualities by experience and training. Conry and McLaughlin, he said, are equally as able as William A. Fisher and Theodore Glynn, both of whom have been qualified for the executive posts in the past.

The mayor pointed out that continued delay in certifying the appointments would tie up the development of important municipal projects which he has been contemplating. He emphasized the necessity of a huge street construction program, which, he insisted cannot be launched under an acting commissioner.

Commissioners George M. Harlow and Patrick J. McMahon agreed with their chief, Mr. Goodwin, in the position that the newly formed practice of discussing appointments personally with the mayor would prove to be beneficial to all parties concerned. Further interviews are scheduled for several of the appointees, but favorable action on Conry and McLaughlin is anticipated when the civil service board meets for a formal session today.

SEE SLIM HOPES FOR TEACHERS

No Fund for Pay Boost Without Going to Legislature

The fight being waged by Boston school teachers for an increase in salary may force the school committee to go before the Legislature with a petition for additional funds.

Chairman Joseph J. Hurley of the school committee, following last night's meeting, declared that the committee is debating this question, but has as yet reached no decision.

NO FUNDS FOR INCREASE

The school committee has not yet decided whether to go before the Legislature and ask for funds to grant the teachers an increase," he said. "You can say, however, that in the event we do not get from the Legislature such additional funds there will be no increase granted to teachers this year. The present appropriations will not allow of any increase."

Following the regular meeting of the school committee last night a conference was held with members of the Survey Board at 15 Beacon street. This was the first of a series of conferences to be held with the Survey Board by the school committee.

School Costs for January

Business Manager Alexander M. Sullivan last night issued the following summary of the January financial statement: The expenditures for all items of maintenance under the control of the school committee amounted to \$1,033,572. The expenditures for alterations, repairs, furniture and fixtures for school buildings by the Department of School Buildings amounted to \$968. The expenditures for lands, plans and construction of school buildings by the Department of School Buildings amounted to \$204,852. The total expenditures for all school purposes for the first month of the current year were \$1,247,433.

The school committee voted at last night's meeting that the sessions of the day and evening schools in South Boston be suspended on Evacuation Day, March 17, and that the Dorchester High School for Boys, the Dorchester High School for Girls and the William B. Russell District close at 12 o'clock noon on that day.

HOW ABOUT THE INNOCENT?

The city officials announce that they will cut off the water of those delinquents who have not paid their bills by March 15. They say that there is owing to the department the sum of \$1,919,580, and that of this amount more than \$235,000 has been outstanding for more than a year. That is a serious state of affairs, of course, and stern measures to collect are necessary.

If money for water is owed by householders or owners of business buildings, said water should be cut off without ceremony. But consider the case of the "innocent bystander," so to speak. People who are tenants, either of houses or apartment buildings, and pay no water rates, always find it a tough proposition when their water supply is shut down, through no fault of their own. To be sure, they have the privilege of going to law against landlords who haven't paid and furnish them no water. Such a delinquent can be given a fine of \$100 or sent to jail for six months. But how does that relieve the immediate necessities of the tenant? And who wants to bother with a prosecution of that kind.

The sick are to be immune from this harsh treatment. But the well need water also, and it is rough to penalize them for something they did not do. It is to be hoped that the water department men will use due discrimination. Their money is secured, anyway, for water bills are a lien on property by law.

FETE WILSON AS "NEXT MAYOR"

Democratic Ward 17 Associates Hail Republican

As the "next Mayor of Boston," City Councillor Robert Gardiner Wilson, Jr., of Dorchester, Republican member of the city government for the past four years, was feted last night at the Elks Hotel by the Ward 17 Associates, composed exclusively of Democrats, who arranged the special victory reception and banquet in his honor.

The boom of Wilson for Mayor was launched by Toastmaster Henry Keough, who presided at the festivities and whose announcement was received with cheers by the several hundred Dorchester political workers who attended the unique party.

In behalf of Mayor Curley, who was detained at home by the illness of Mrs. Curley, Arthur B. Corbett, confidential mayoral secretary, paid tribute to the public service of the Dorchester Councillor since 1926.

The Mayor's brother, former City Treasurer John J. Curley, was one of the principal speakers at the banquet, and voiced his praise of the independent stands taken by Councillor Wilson in the affairs of municipal government without regard to partisan politics.

Among the other speakers who recorded their tribute to the guest of honor were former State Senator Thomas H. Blodreau, special legislative counsel for the city; Robert Gardiner Wilson, Sr., past worshipful master in the Masonic order; and Thomas J. Kennedy, chairman of the committee which arranged the programme for the unusual banquet and reception.

COUNCIL NOT FOR SHUTOFF

Urge City Sue Landlords to Get Water Rates

Objecting to Mayor Curley's order for the shutting off of water in cases where the bills remain unpaid, after March 15, the City Council yesterday went on record in favor of alternative legislation, which permits the city to go to court to collect the water rates from the landlords.

Councillor Robert Gardiner Wilson, Jr., of Dorchester, recalled the action of the city water force a little over a year ago when they shut off the water in a group of three-story tenement houses at Dorchester, leaving 34 children without water. While the Mayor pointed out that the tenants may prosecute landlords who fail to provide water, the Dorchester Councillor urged that the city take action against the landlord in the first instance.

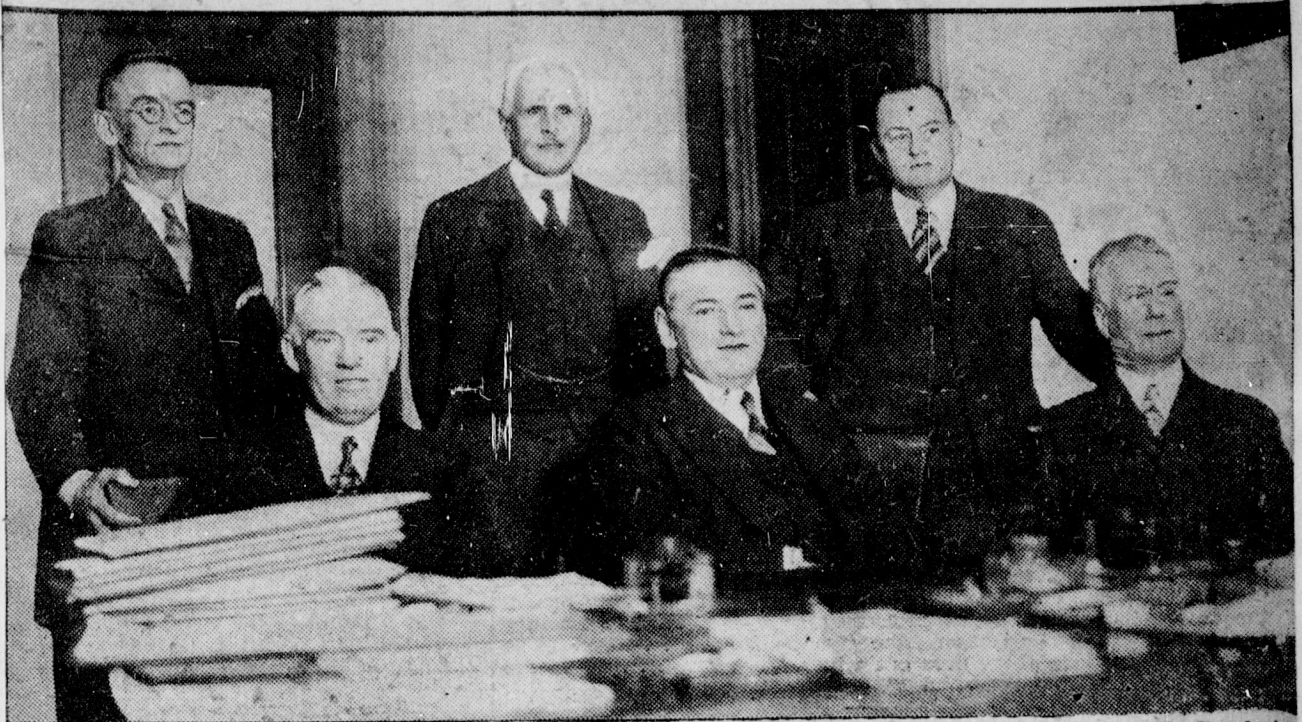
\$40,000 SNOW BILL FOR CITY

Total of 3500 Men Put on the Job

It has cost the city about \$40,000 to clear up the snow with the aid of 1300 shovellers from the unemployed army who were pressed into service at \$5 a day, Acting Public Works Commissioner Thomas J. Hurley estimated last night as the big job was being completed.

In addition to the 2200 regular city workers in the street, sewer and sanitary divisions, who led the snow battle, Director John J. Shields of the Municipal Employment Bureau supplied about 1000 extra shovellers, who worked through Sunday and yesterday, and 350 more men who were given shovels yesterday.

CIVIL SERVICE TANGLE CONFAB



Conference of Mayor James M. Curley, second left, and Civil Service Commr. Elliot H. Goodwin (second right, back row) on appointments of men picked by Curley for Boston jobs was held at State House yesterday. Edward McLaughlin and Joseph Conry, turned down by Goodwin, are in front row beside Curley. In back row are Patrick McMahon and George Harlowe.

EXPECT BOARD TO ACT TODAY ON APPOINTEES

Action on Mayor Curley's appointment of Joseph E. Conry as traffic commissioner and Edward E. McLaughlin as fire commissioner will in all likelihood be taken today, it was announced yesterday.

In a conference lasting more than two hours, the mayor explained his reasons for selecting his appointees for these posts to the full board of the civil service commission, and, following his appearance, Chairman Elliott H. Goodwin expressed satisfaction with the results of the discussion.

In the meanwhile, a measure introduced by Councilor Israel Ruby of Dorchester providing that appointments by the mayor shall not be subject to civil service approval was successfully passed by the City Council, which went on record as favoring this step.

BOSTON SHIPPING MEN FIGHT PLAN

Assail Chapman Merger
Proposal at Hearing
Before U. S. S. B.

ATTACK CARRIED ON BY HENRY H. BOND

[From Herald Washington Bureau]

WASHINGTON, Feb. 17—Shipping interests of the port of Boston, at a hearing today before the shipping board, protested the plan to consolidate all American-flag lines on the Atlantic coast under control of the D. W. Chapman group, which last year bought the Leviathan. The protest was made through Henry H. Bond, former assistant secretary of the treasury.

"Such a plan," Mr. Bond said, "would give to this projected gigantic private monopoly control over more than three-fourths of all American flag-borne North Atlantic commerce."

Today's hearing was held on the proposed sale of the America-France and the American Diamond lines, bids on which were opened last June.

"The creation of such a monopoly would be a violent contravention of the express mandate of Congress, as given in the merchant marine act of 1920, and reaffirmed in the Jones-White act of 1928," Mr. Bond said.

"Both laws clearly state that in the disposition of its lines the shipping board shall so allocate them that the burden of commerce shall be fairly distributed as between the various American ports.

"Port authorities and shipping interests of Boston, Philadelphia, Baltimore and Norfolk have expressed vigorous opposition to the plan sponsored by some members of the shipping board to consolidate these two successful independent lines with the Chapman fleet, on the ground that it would serve to concentrate still greater tonnage in New York, the Chapman base, to the disadvantage of all competing ports. Both of the lines under consideration maintain regular schedules from Boston, Philadelphia, Baltimore and Norfolk, as well as New York.

"The government's investment in the Diamond and France lines has been millions of dollars, including operating losses sustained in the pioneering period. To wipe away years of work in establishing trade contacts and traffic agreements—as the proposed consolidation would do—would be to abandon every prospective benefit of this important investment. The entire American merchant marine would suffer."

HERALD 2/18/30

GLOBE 2/18/30 AM

THINKS HE CONVINCED CIVIL SERVICE BOARD

Mayor Believes Nominees
Will Be Certified Today

Curley Has Long Conference With
Commission at State House

Mayor Curley spent 2½ hours in private parley with Civil Service Commissioners E. H. Goodwin (chairman), P. J. McMahon and G. M. Harlow at their State House office yesterday, discussing the merits of seven persons whose names the Mayor has nominated to the commission for important posts in his official family.

Present for half that time were Ex-Senator Edward F. McLaughlin and Ex-Congressman Joseph A. Conroy, nominated by Mr Curley to be his Fire Commissioner and Traffic Commissioner, respectively, each place salaried at \$7500.

The commission allowed these orig-

inal nominations to lapse beyond the normal 30-day period without having taken a vote on their certification or rejection, so the Mayor had both with him yesterday when he visited the State House to argue against the commission's rejection of the names of Ex-Public Works Commissioner Joseph A. Rourke for reappointment to that \$9000 position and James E. Maguire of East Boston for the \$7500 Institutions Commissionership.

The parties admitted, afterward, that there had been discussion also of the Mayor's nominations of Mrs Helen C. Galvin to be City Register, at \$5000 salary, and John J. Martin and T. C. Heffenreffer, to be unpaid Park Commissioners.

After the conference Mayor Curley declared that his hopes were raised that the commission will certify today all seven persons. He believes more firmly than ever, and thinks he persuaded the commission, he said, that all are eminently fitted by character, education and experience, to fill the posts to which he named them.

Mr Goodwin said he never before had extended conversation with Mr Curley, and added that he invited the Mayor to visit the commission at any time he feels it necessary to do so.

It was not the first time a Boston Mayor had made personal appearance before the commission, although the usual procedure has been to send to it on a formal document the nominee's name.

GLOBE 2/18/30 AM

COUNCIL OPPOSED TO SHUTTING OFF WATER

Asks Mayor Order Liens
for Unpaid Bills

Several Important Loans Voted for
Public Improvements

In belief that the proper method of collecting unpaid water taxes is to place a lien on the property, rather than to enforce the shut-off provision of the city ordinance, Councilor Wilson of Dorchester offered an order yesterday that Mayor Curley instruct the tax collector to proceed through the courts against those in arrears. Wilson's order, passed under a suspension of rules, was prompted by the recent statement of the Mayor that he had given instructions to shut off water where water bills remained unpaid after March 15.

The Council passed an order of Councilor McGrath that the Public Works Commissioner be requested through the Mayor to instal electric arc lights in the vicinity of Sidney and Carson sts, and Crescent av, because of recent holdups in the neighborhood of the Columbia station of the Dorchester rapid transit.

Several important loan orders sponsored by the Mayor were passed, among them being \$35,000 for Muddy River

and Leverett Bond improvements, \$25,000 for land at Leverett and Nashua sts, in connection with improved playground facilities for the West End; \$275,000 for courthouse improvements at East Boston, \$45,000 for the Tercentenary memorial on Boston Common, \$40,000 for playground improvements on Webster av, North End, and \$180,000 for improvements at the Brighton courthouse.

Final reading was given Councilor Green's order for an appropriation of \$100,000 for resurfacing Bunker Hill st, Charlestown, and the order for \$350,000 for a new ferryboat.

Passing an order of Councilor Ruby of Roxbury, the Council went on record yesterday as favoring pending legislation that would make it unnecessary for nominees of the Mayor of Boston for public office to have the approval of the State Civil Service Commission.

HERALD 2/18/30

CURLEY TO SPEAK FOR HOSPITAL FUND TODAY

Mayor Curley will be the guest of honor and speaker at the luncheon today of the men's committee of the New England Medical Centre \$1,500,000 fund at 12:30 o'clock at the Boston Chamber of Commerce. It is expected that he will discuss the merger of the Boston Dispensary, the Floating Hospital and the Tufts College medical school from the point of view of the consolidation's value to the city.

TRANSCRIPT 2/15/30

Plan Campaign for Navy Yard Work

Business Men to Confer with
Governor on Unemployment
Relief

Pledging their support for an active campaign to remedy unemployment conditions here, several prominent speakers addressed a mass meeting of Navy Yard workers in Faneuil Hall last night at which a message was received from Governor Allen to the effect that he plans to call a conference of Boston business men for the purpose of devising means of relieving existing conditions at the Boston Navy Yard. The meeting was presided over by General Charles H. Cole.

Congressman John J. Douglass came from Washington to address the meeting, which was held under the auspices of the Charlestown Metal Trades Council. In reply to remarks by Frank S. Davis, manager of the Maritime Association of the Boston Chamber of Commerce, at a similar gathering a month ago, when he charged the New England delegation in Congress with timidity and failure to stand up for the rights of the workers in this part of the country, Mr. Douglass said that, although the congressmen had made the hardest possible fight for their constituents, New England, since the Coolidge Administration, has been continually discriminated against and that he, for one, and as a Democrat, did not propose to shoulder the blame.

The meeting voted to pledge co-operation and support in the calling of a representative conference with the governor and the Chamber of Commerce, with the object of bringing the working force at the Navy Yard up to not less than 2500 men. This action was followed by the passing of a resolution proposed by Congressman Douglass, pointing out that unemployment conditions show no improvement; that the Boston Navy Yard is not getting its true proportion of the work, and that the citizens of Boston petition the acting Secretary of the Navy to instruct department heads to assign work to the Boston Navy Yard that will keep 2500 men employed.

Joseph A. Conry, former congressman, representing Mayor Curley said that the mayor considered the matter of unemployment a ghastly condition not only here but throughout New England, and that he still hopes to form a New England bloc. The Boston Navy Yard today has only 1400 men as against 3600 men at Norfolk, he continued, and an emergency exists and the cold hard fact remains, that no matter how sound all economic theories may be an emergency overwhelms all theories. "With all the force, energy and power at our command notice must be served on Washington that relief must be provided, even if all the red tape worms in Washington are put out of business," he said.

Frank S. Davis urged that the Washington representatives and the merchants here organize as they do in other parts of the country, asserting that it was because of this organization that other ports were getting the work and Boston was being discriminated against.

ELKS HOSTS TO HEAD OF ORDER

Grand Exalted Ruler Here
From Georgia for
Reception

GIFTS TO \$20,000,000 FOUNDATION NAMED

Walter Pemberton Andrews of Atlanta, Ga., grand exalted ruler of the Elks, was tendered a reception and banquet last night in the ball room of the Elks' Hotel as guest of 1000 Elks of the Massachusetts Elks' Association and their guests.

The grand exalted ruler was attended by a suite of grand lodge officers, among whom were two Massachusetts men who have served the order as its executive and are now on grand lodge boards, John F. Malley and James R. Nicholson, both members of Springfield lodge.

Others in the grand exalted ruler's suite were Grand Secretary J. E. Masters of Charleroi, Pa., Chief Justice Andrew J. Casey of Newburyport, John R. Coen of Sterling, Col., chairman of the committee on judiciary; Robert S. Barrett of Alexandria, Va., chairman of the state association committee; E. Mark Sullivan of the judiciary committee; E. M. Wharton of Greenville, S. C.; Judge William T. Baldwin of Oroville, Cal.; D. Curtis Gano of Rochester, N. Y.; George Denton of Gloversville, N. Y., and E. H. Moody of Houston, Tex., grand esteemed leading knight and the grand exalted ruler's private secretary, S. John Connolly, who is a member of Beverly lodge.

Following a reception in the balcony, the grand exalted ruler and his suite marched to the ballroom where accommodations for a thousand guests had been arranged and where he was given a cordial greeting. The invocation was by Chaplain William W. Underhill.

Atty.-Gen. Joseph E. Warner, a member of Taunton lodge, welcomed the distinguished visitor to Massachusetts in behalf of Gov. Frank G. Allen who, too, is an Elk, in Norwood lodge. Mayor James M. Curley, unavoidably absent, was represented by Joseph A. Conry.

GIFTS PRESENTED

Past Grand Exalted Ruler Malley, who is now chairman of the \$20,000,000 Elks Foundation, was toastmaster and introduced the grand exalted ruler who told the guests he was "just a cracker from the red hills of Georgia," and then paid splendid tribute to his predecessor, Mr. Malley, who first gave expression to the projected Foundation, and then turned to Past Grand Exalted Ruler Nicholson of whom he said that he was "one of the finest Elks who ever lived or could live."

Thomas J. Brady, a past exalted ruler of Brookline lodge and now president of the state association whose guest the visitor was, permitted First Vice-

President William E. Earle of Newton to make the association's presentation of a gift to Mr. Andrews whose voice betrayed his emotion as he received the little box which when opened revealed a beautiful set of diamond studs and links.

Springfield lodge, through Walter Oldfield, past exalted ruler, and of which lodge two former grand exalted rulers, Nicholson and Malley, are members, presented its thousand dollars contribution to the Foundation in which both officers are now actively interested. This tender was followed by one of another thousand dollars from Everett lodge, represented by its exalted ruler, William F. Hogan. Maynard lodge, known as the "baby lodge" of Massachusetts was next, represented by K. Paul Hilander.

NORWOOD RETAINS CUP

Officers of other lodges who have subscribed to the Foundation announced initial payments, indicating that Massachusetts will be one of the forerunners of the great movement which is now under way.

P. G. E. R. Nicholson, who founded the competitive ritualistic service cup and came on from Milwaukee to present it to the winner, announced that Norwood lodge had again won first place, with a mark of 98.51 per cent. excellence. Holyoke was second with a percentage of 98.

When these exercises were concluded the ball room was cleared for dancing which continued until early this morning. The 11 o'clock toast was given by Exalted Ruler Bernard F. Cullen of Winchester lodge. Col. Edward J. Gihon of Wakefield lodge was floor marshal and every lodge in the state was represented by several officers and members, serving to make the affair one of the most notable since the association was organized.

On the reception committee were:

Patrick J. Garvey
Frank J. Whelan
Patrick F. O'Keefe
Edward M. Davis
Edwin K. McPeck
Bernard E. Carbin
Logan L. McLean
Dr. Frederick L. Hayes

Members of the banquet committee were:

Dr. Edward L. Bishop
Bernard E. Carbin
Joseph F. Mellyn
Robert M. Dowe
James M. Healey
Robert A. Vachon
Joseph F. Perault
John E. Moynahan
Edward H. Homer, Jr.
John P. Walsh
William Standcumbe
Alfred P. J. Piel
Arthur B. Rodgers
Henry C. Kienfelder
Eugene C. Paquette
Edward R. Lawless
James E. Donnelly
Thomas P. Walsh, Jr.
James W. O'Brien, Jr.
Harry E. Williams
Redmond E. Walsh
William S. Walsh
Hubert W. Flaherty
Frank J. McHugh
Alexander D. Young
Forrest A. Daniels
Joseph N. Hafer
H. Wesley Curtis
Henry J. Conroy
George C. Sweeney
Thomas F. Lockney
Frank C. Doucette
Thomas A. Salv
Robert H. Quimby
R. A. McGillicuddy
James F. McQuade

Dr. Thomas F. Tierney
John P. Brennan
Joseph F. Francis, Jr.
Dr. William D. McFee
Marshall P. Newman
James R. Flanagan
George S. Harvey

William F. Hogan
Herbert B. Sanderson
Frank H. Goodwin
T. Frank Haley
Daniel H. Harrington
Dr. I. W. Smith
William H. McManus
James B. Ryan
Martin T. Brennan
Charles H. McManus
Leo F. Donovan
William F. Davidson
William L. Fitzpatrick
Leo A. Chisholm
Emil W. Rodin
Patrick J. Garvey
Dr. Thomas F. Tierney
Charles W. Broadbent
K. Paul Hilander
Fred W. Fitzsimmons
Morton G. Sartoris
Joseph F. Ford
John G. Hedges
Henry W. Clark
Dr. Lawrence K. Kelley
Alfred C. Daniels
Dr. E. Harold Donovan
Charles A. Currier
Charles L. Magee
Edward J. Gibson
Neil McLaughlin
Dr. Edward Westphal
Dr. J. H. O'Connor
John J. Horgan
Napoleon J. Lavoie

COUNCIL ACTS ON WATER BILLS

Votes to Seize Property
Instead of Shutting
Off Flow

REQUESTS MAYOR TO START COLLECTION

Adoption of the policy of placing a lien upon property instead of that of shutting off the water to compel the payment of water bills, was urged on Mayor Curley yesterday by the city council.

The benefits of such practice were enumerated by Councilman Robert G. Wilson, Jr., who presented an order, which was adopted, requesting the mayor to instruct the city collector to collect all unpaid bills.

He recalled that after an investigation in 1928, the council, learning from officials of the department of public works that the same group of property owners always refused to pay their water bills, unanimously voted to eliminate from the city ordinance the provision which specifies that payment of bills shall be enforced by shutting off water.

Councilman Wilson declared that the placing of a tax lien upon the property of a delinquent which would be notice of the sale of the property for non-payment of the water bill, would be a more effective method of dealing with the situation than the turning off of water. The council agreed with him and unanimously passed his order.

Councilman Ruby fathered an order which the council accepted, approving pending a legislative bill which eliminates the civil service commission from approving the appointments of the mayor of Boston. He said that the mayor is responsible for the conduct of the departments over which he has supervision, and that the civil service commission should not have the slightest authority over the mayor's appointments.

Because of numerous hold-ups in the vicinity of the Columbia station of the Dorchester rapid transit line, Councilman McGrath offered an order calling for the installation of arc lamps in Sydney avenue, Crescent avenue and Carson street.

The council received from Mayor Curley an appropriation order of \$250,000 for airport improvements, and upon recommendation of the committee on finance the following appropriation orders were passed: East Boston courthouse addition, \$275,000; Brighton courthouse addition, \$160,000; Muddy river improvement, \$35,000; purchase of land on Leverett and Nashua streets, \$25,000; memorial to founders of Boston, \$45,000; Webster avenue playground, \$40,000.

Final reading was given the order of Councilman Green of Charlestown for the repaving of Bunker Hill street, for which \$100,000 is now available.

HERALD 2/18/30

MAYOR AND APPOINTEES WITH CIVIL SERVICE BOARD



Seated (left to right), Edward F. McLaughlin, Mayor Curley, Joseph E. Conry; standing (left to right), Commissioner Patrick J. McMahon, Chairman Elliot H. Goodwin, Commissioner George M. Harlowe.

TERCENTENARY PLANS

Bostonians are gradually awakening to the realization that we have a magnificent opportunity for a national celebration here this summer. To be sure we have all heard something about the Tercenary, we know that 1930 is the 300th anniversary of the founding of Massachusetts and Boston, and in a vague sort of way we have felt some desire to take part in it. A small group of citizens have scattered seeds of interest in every part of the state, and now these seeds have taken root.

First there is the Massachusetts Bay Colony Tercenary Commission, of which Herbert Parker of Lancaster is chairman. This is the official organization of the Commonwealth and is supported by state appropriations. Its chief function will be the holding of an impressive, dignified and inspiring commemoration exercise on Boston Common on July 15. High on the slope west of the Soldiers' Monument will be built a great temple dedicated in memory of the first establishment of free civil government in America. To it on that day will come the President of the United States and members of his cabinet, members of the Supreme Court, ambassadors or representatives of all the nations of the world, the governors of the other forty-seven states and their staffs, leading jurists, eminent educators and other notables. This "great meeting" will be preceded by an immense military parade through the city and naval demonstration in the harbor. There is every reason to believe that it will be the most gorgeous occasion in New England's history.

In September the City of Boston, through its Tercenary Committee of which John F. Fitzgerald is chairman, will celebrate the anniversary of its founding. The program will doubtless differ from that of the Commonwealth in method but will be animated by the same serious spirit and developed in the same handsome

manner. Beginning early in June and continuing through the early Autumn, most of the other cities and towns of Massachusetts will have their own exercises and celebrations. The necessary co-ordination of these events is being directed by the Tercenary Conference of Town and City Committees.

All these phases of the Massachusetts Tercenary will be civic in character, devoted to commemorating the spiritual, governmental and educational contributions to the Nation of the Puritans. This might be called the cultural side of the program. But there is another aspect of the celebration which might be called the material side. Our millions of guests must be attracted here by a vast network of publicity and advertising, they must be entertained here in a hundred enjoyable ways, and they must not be allowed to depart without learning about the great industrial and commercial institutions of modern Massachusetts.

The state and the cities and towns cannot pay for these entertainments and industrial exhibitions nor for the advertising. The expense will have to be met largely by those private organizations and individuals who will profit most by a great influx of visitors. These funds should be collected and disbursed by one central agency, and the Massachusetts Bay Tercenary, Inc., which as a non-profit organization has carried on the preliminary work for the past few years, seems best fitted to perform this highly important task. This corporation is about to make an appeal for \$500,000. It deserves support.

GLOBE 2/18/30 AM

LODGES PLEDGE THOUSANDS TO ELKS' \$20,000,000 FUND

Grand Exalted Ruler Andrews Guest of Honor at Annual Banquet
And Dance of Massachusetts Association,
Attended by More Than 800



GREETING NATIONAL HEAD OF ELKS AT BACK BAY STATION
Left to Right—Past Grand Exalted Ruler John F. Malley, Grand
Exalted Ruler Walter P. Andrews, Pres Thomas J. Brady of
Massachusetts Elks' Association.

Thousands of dollars were pledged to the Elks' National Fund of \$20,000,000 by Massachusetts lodges of the Benevolent and Protective Order of Elks at the annual banquet and dance of the Massachusetts Elks' Association, in honor of Col Walter P. Andrews of Atlanta, Ga, grand exalted ruler, last night at the Elks Hotel.

The foundation fund, started recently by the Elks, was praised by speakers and Col Andrews, chief guest of honor, made its future work the keynote of his address.

Checks for \$1000 or partial payments on that sum were received by Col Andrews from Springfield Lodge, Mas-

sachusetts, known as the "Baby Lodge"; Everett Lodge, Brookline Lodge, Medford Lodge, Wakefield Lodge, Middleboro Lodge and others.

It is hoped to raise \$20,000,000 and use the interest for charities which will benefit the needy people of America.

The annual affair was attended by more than 800 Elks and women friends, representing practically every lodge in the State.

Norwood Lodge Given Trophy

A feature was the presentation of the James R. Nicholson trophy for excellence in ritualistic work to Norwood

Lodge for the second successive year. Norwood attained a mark of 98.5 in the competition. Holyoke was a close second with 98.

Grand Exalted Ruler Andrews was presented diamond shirt studs and cuff links by the association, the presentation being made by William E. Earle of Newton, vice president. The association through Bernard J. Carbin, treasurer, also presented a check as first payment of its contribution towards the National Fund.

Dr Edward L. Bishop, Exalted Ruler of Winthrop Lodge, opened the program and introduced John Frank Malley of Springfield past grand exalted ruler, as toastmaster.

Atty Gen Joseph E. Warner represented Gov Allen and extended the greetings of the Commonwealth to the guest from Georgia. Atty Gen Warner told the gathering that in its 62 years of activity the Elks have rendered benefits to the State far greater than any legislative enactments could have done.

Joseph A. Conry represented Mayor Curley and welcomed Col Andrews in behalf of the city. He said that Georgia and Massachusetts have many things in common and praised the spirit of the "New South."

Col Andrews Praises Elks

Col Andrews praised the work of Massachusetts Elks and said the organization appreciates that no State association is more devoted to the principles of the order than Massachusetts. He spoke in detail of the National Foundation Fund and gave credit to Mr Malley as the "father of the great idea."

Other guests of honor were James R. Nicholson, P. G. E. R., Springfield, good of the order committee; J. E. Masters, P. G. E. R., Elks' National Foundation trustee; Andrew J. Casey, Newburport, Chief Justice, Grand Forum; John R. Coen, Sterling, Col, chairman committee on judiciary; Robert S. Barrett, Alexandria, Va, chairman State association committee; E. Mark Sullivan, Boston, committee on judiciary; E. M. Wharton, Greenville, S C, good of the order committee; William T. Baldwin, Oroville, Calif, good of the order committee; D. Curtis Gano, Rochester, N Y; State association committee; S. John Connolly, Beverly, secretary to the grand exalted ruler; George Denton, Gloversville, N Y, good of the order committee; E. A. Moody, Houston, Tex, grand esteemed lecturing knight.

Invocation was given by William W. Underhill, chaplain of the association, and the 11 o'clock toast was given by Bernard F. Cullen, Winchester, exalted ruler.

Mayor Curley's bill, calling for the construction of an underpass at Governor square, was discussed in executive session by the committee on metropolitan affairs, but no vote was taken. No action was taken on the proposal of Henry I. Harriman, chairman of the trustees of the Boston Elevated, that a sub-committee be named to confer with Mayor Curley and Elevated representatives concerning the distribution of the expenses. It is reported that the full committee will sit in at the conference.

Confid

Post 2/18/30

Rourke, the feeling was strong, also, that in the end Mrs. Galvin and Messrs. Haffenreffer and Martin will receive the approval of the Civil Service Board, although it may not be possible for the commissioners to complete consideration of all of the names pending at today's session. Mrs. Galvin, Haffenreffer and Martin have all been interviewed by the commission, although their nominations were sent to the State House after the other four.

CITY HALL NOTES

The Boston City Council voted unanimously yesterday to adopt a resolution favoring the passage of legislation which would permit Mayor Curley to appoint department heads in the city service without the approval of the State Civil Service Commission.

In presenting the resolution, Councilor Israel Ruby of Dorchester attacked the State Commission for delaying the expansive programme of public improvements by withholding certification of the cabinet members nominated by the Mayor to direct the important work. Under suspension of the rules, the Council adopted his resolution unanimously.

Placing responsibility for recent hold-ups in the vicinity of the Columbia station of the Dorchester rapid transit system upon the darkness of the neighborhood, City Councillor Joseph McGrath yesterday demanded the erection of arc lights at Carson and Sydney streets and Crescent avenue, Dorchester. His order was adopted unanimously by the Council and referred to the Public Works Commission for immediate action.

Adoption of a \$300,000 order for the erection of a city-owned building to house the municipal printing plant was delayed yesterday by the City Council, pending an inquiry into the action of county officials in giving \$100,000 worth of printing business to outside plants each year.

Appropriations providing \$1,030,000 for public improvements in several sections of the city were approved yesterday by the City Council, in adopting the favorable reports of the committee on finance, headed by Chairman Timothy F. Donovan.

Among the items approved were \$350,000 for a new ferryboat, \$275,000 for additions to the East Boston Court House, \$160,000 for an addition to the Brighton Court House, \$100,000 for repaving Bunker Hill street, Charlestown, \$45,000 for the erection of a permanent tercentenary memorial on the Common, \$35,000 for dredging and cleaning Leverett Pond and Muddy River, \$40,000 for establishing a playground at Webster avenue, North End, and \$25,000 to purchase a playground site from the State at Leverett and Nashua streets, West End.

CONRY GREETER AT ELKS' DINNER

Represents City as Mayor's Choice, Unusual Honor to Private Citizen at Distinguished Affair

Although Joseph A. Conry, Mayor Curley's unapproved choice for traffic commissioner, is still a private citizen, he was chosen by the Mayor last night to represent the city at the dinner and reception tendered Walter P. Andrews, grand exalted ruler of the Elks, by the Massachusetts Elks' Association, in Elks Hotel, and extended to the guest of honor the greetings and welcome of the city of Boston.

UNUSUAL ACTION

The selection of Mr. Conry, who, although appointed as traffic commissioner, has not yet been approved by the Civil Service Commission, was regarded as unusual, for the usual practice of Boston's Mayors has been to delegate the honor to a city official rather than to a private citizen.

The greetings given by Mr. Conry from the city of Boston were clearly stated by him to have been sent by Mayor Curley, and he also said that he was the official representative of the Mayor.

Mayor Curley's choice of greeter was regarded as significant in view of the Mayor's appearance yesterday at the State House to support his selection of Conry as traffic commissioner.

Gift of Diamond Studs

More than 800 Elks and their ladies attended the dinner, at which the initial payments of the pledges of the Massachusetts lodges into the Elks' National Foundation, a \$20,000,000 fund to be devoted to charitable work, were paid over in the presence of the supreme head of the order.

During the reception the Norwood Lodge of Elks was presented the James R. Nicholson trophy as winner in the ritualistic contest. The Norwood Lodge won with a rating of 98.5, while the Holyoke Lodge was second with a mark of 98.

During the dinner Grand Exalted Ruler Andrews praised the work of the Massachusetts Elks in carrying out the ideals of the order and also for their earnest effort to raise the quota for the National Foundation. He was presented with a set of diamond studs by the association at the conclusion of the dinner-speaking.

Present Checks for Funds

Grand Exalted Ruler Andrews, who in private life is one of the leading lawyers of Georgia, was welcomed to the State in behalf of Governor Frank G. Allen by Attorney-General Joseph E. Warner. Attorney-General Warner was introduced by John F. Malley,

coastmaster of the evening.

William E. Earle, vice-president of the Massachusetts Elks' Association, presented the gift to Mr. Andrews. Bernard E. Carlin of Brookline lodge, treasurer of the association, spoke briefly on the work of the Elks' national foundation, and presented the first installment of the money pledged by his lodge. James F. McQuade of Middleboro lodge also tendered a check for the same purpose. Walter Oldfield of Springfield lodge presented a check and payments were also made by William F. Hogan, exalted ruler of Everett lodge and K. Paul Hlander, exalted ruler of the "Baby Lodge" of Massachusetts of Maynard.

The money that goes into the national foundation is to be used for scholarships for boys and girls, crippled children, consumptives and general charitable work.

Seated at the head table with Colonel Andrews were: Attorney-General Joseph E. Warner, Joseph A. Conry, James R. Nicholson of Springfield, J. E. Masters of Charlestown, Pa.; Andrew J. Casey of Newburyport; John R. Coen of Sterling, Colo.; Robert S. Barrett of Alexandria, Va.; E. Mark Sullivan, E. M. Wharton of Green, S. C.; William T. Baldwin of Oroville, Pa.; D. Curtis Gano of Rochester, N. Y.; S. John Connolly of Beverly, John F. Malley, William W. Underhill, Bernard P. Cullen, George Denton of Gloversville, N. Y., and E. A. Moody of Houston, Tex.

In Portland Tonight

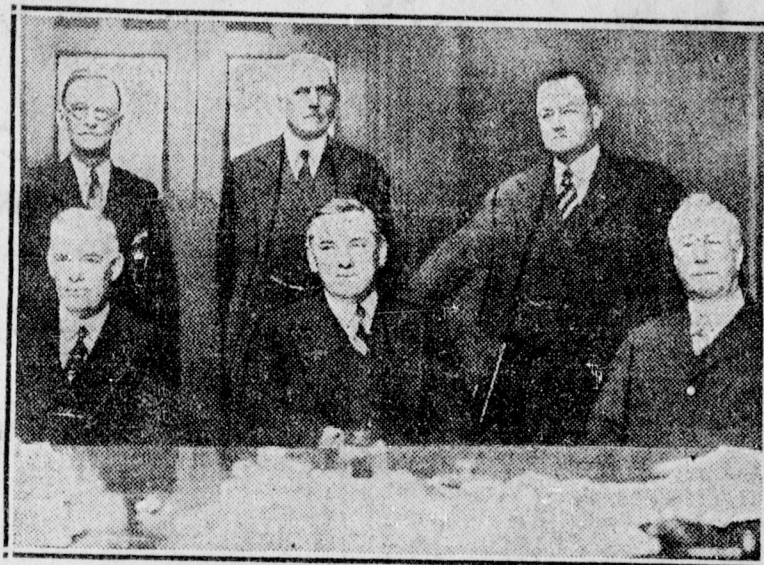
Most of the grand lodge officers arrived with Grand Exalted Ruler Walter P. Andrews yesterday, coming to make a tour of part of New England and to attend especially the annual dinner last night.

Mr. Andrews' itinerary on his present trip will carry him to Portland, where he is to be guest of honor of the Portland lodge tonight. He will stop for luncheon in Sanford, Me., tomorrow noon; in the afternoon he will call on the Rev. John F. Cummins, pastor of the Sacred Heart Church, Rosindale, at his home in Rochester, N. H., and at night he will be the guest of the Concord, N. H., lodge of Elks.

He will be the guest of the Quincy lodge on Thursday evening, of the Pawtucket, R. I., lodge on Friday night, and then will start South, stopping at Philadelphia on Saturday night.

Post 2/18/30

Expect Confirmation of Curley Appointees



MAYOR CURLEY MEETS CIVIL SERVICE COMMISSION

Mayor Curley is shown with his appointees and the Civil Service Commission, to whom he appealed for confirmation yesterday at the State House. Back row, left to right, Commissioners McMahon, Chairman Goodwin and Harlow. Front row, left to right, Edward F. McLaughlin, Mayor Curley and Joseph A. Conry.

WILL O. K. MAYOR'S CHOICES

Think Civil Service Board Won by Curley Visit

Confirmation of Mayor Curley's appointments of Joseph A. Conry as traffic commissioner, Edward F. McLaughlin as fire commissioner, Joseph A. Rourke as public works commissioner and James E. Maguire as institutions commissioner is expected at today's meeting of the Massachusetts Civil Service Commission.

The action is looked for as a result of more than two hours' conference yesterday between Mayor Curley, McLaughlin, Conry and the three civil service commissioners—Elliot H. Goodwin, George M. Harlow and Patrick I. McMahon.

At the conclusion of the conference, each of the Civil Service commissioners, although declining to indicate how they would vote, declared that the conference had been most helpful and that they expected to take action on at least these four of the Mayor's appointments at today's session.

Messrs. Conry and McLaughlin were the only appointees who accompanied Mayor Curley to the conference yesterday. The Civil Service commissioners indicated that they would give further consideration to Messrs. Rourke and Maguire on their own account, and that they would be glad to receive from the Mayor additional evidence concerning the qualifications of Messrs. Conry and McLaughlin.

Agree Conference Helpful

Asked at the close of the conference if the Mayor had submitted additional evidence of the qualifications of the two men, Commissioner Goodwin replied:

"That is for the commissioners as a whole to decide. I do not think the commissioner (himself) should attempt to answer that question for the board."

Commissioners Harlow and McMahon agreed with Chairman Goodwin, however, that the conference had been very helpful.

"Will you act on the four appointments which have been pending for some time now at tomorrow's session?" Harlow was asked.

"I certainly hope so," he replied. "Does that mean that you will vote again on the matter of their confirmation?"

Helpful Precedent

"We haven't voted on any of the four yet," said Harlow.

Chairman Goodwin announced that the action in conferring with the Mayor yesterday was in the nature of a precedent, which he hoped will be followed in such matters in the future.

"This is the first time," said Goodwin, "that the Mayor has come here at the invitation of the board, and I hope it will be the custom in the future

for the Mayor, who is most vitally concerned in the matter of appointments, to submit to us, either in writing or orally, whatever he may wish to have us know with reference to the persons nominated by him. We have invited him to do so in whatever way he thinks best in the future."

Commissioner McMahon, who was standing nearby, joined at once in approval of Chairman Goodwin's ideas regarding future conferences.

"I certainly hope this practice will continue," he said. "I think there is too strong an impression that we are sitting up here ready and waiting to 'take a crack' at the Mayor in the matter of appointments. Conferences like this one today will go far toward straightening out misunderstandings in such matters. The best way to get at a solution of any differences is to bring the parties together around a table and talk things over together."

Talks Over Other Appointees

Neither Conry nor McLaughlin would draw any conclusions from the conference regarding their own chances of confirmation. Each of them expressed their appreciation of the courtesy and attention paid to them by the members of the Civil Service Commission, but admitted they had received no intimation whatever as to the result of the conference.

Mayor Curley remained with the commissioners for more than an hour after Conry and McLaughlin left the room, and during that extra hour the Mayor set forth his estimates of other appointees who have already been interviewed by the board—including Messrs. Rourke and Maguire, Mrs. Helen Galvin as city registrar, John J. Martin and Theodore C. Haffenreffer as sinking fund commissioners.

The Mayor also had no clear impression as to what he had accomplished in the way of convincing the civil service members as to their duty to confirm his nominees. The Mayor said he had a most interesting talk with the board and that the talk had included a discussion of many questions other than the matter of appointments—economic, prohibition, industrial conditions, unemployment, etc.

"I told the commissioners," said the Mayor, "that I considered every one of my appointees as eminently qualified by education for the positions to which I appointed them. As to the matter of training, I contended that it is largely a matter of comparison. I agreed that Mr. Kinney may have been a good enough man, but that his training prior to appointment as institutions commissioner was that of a proprietor of a night club; while Mr. Maguire has been the owner and publisher of a newspaper. I think you newspaper men will agree that ownership and publication of a newspaper is better training than operation of a night club."

"Conry Far in Advance of Fisher"

"Mr. Conry, I explained, is far in advance of Mr. Fisher, former traffic commissioner, in education and his training as a lawyer, as member of Congress, as Russian consul, and in the business world generally; he is also far better qualified than was Mr. Fisher."

"In like manner I pointed out that Mr. McLaughlin is better qualified than was Mr. Glynn when he was appointed fire commissioner, and yet at the end of his term of office Mr. Glynn was commended by the insurance underwriters as an extremely capable commissioner."

Feel Mayor Gained His Point

Around the State House generally the impression was strong last night that Mayor Curley had "sold" the Civil Service Board the proposition that his appointments were made with the best interests of the city and its departments in view and that his nominees were fully qualified for the places to which he had named them.

In addition to the appointments of Conry, Maguire, Rourke and

Contd

GRABE, 2/18/30 P.M

Floor Leader Speaks

"Go right to it, old boy, give 'em the old stuff," said Representative Twohig introducing the Democratic floor leader, Representative Leo Birmingham of Brighton.

"Party responsibility should be forced on the majority party," said Birmingham. "The Democrats of Boston are willing to shoulder the responsibility. I am willing to compromise on the preferential primary, but I speak in favor of the party system. We should have had a preliminary primary last year to learn the qualities of the candidates. There was a case where we had a man campaigning four years for the office and another comes in four weeks before election. If we had a preliminary primary system there would be no more candidates and an opportunity to select the best men."

Theoretically, the hearing on this matter closed and attention was paid to the bill placing the appointment of the Police Commissioner in the hands of the Mayor, but actually the remainder of the hearing was a general discussion of "Home Rule" in Boston.

"Commissioner Wilson said before a Legislative committee that he was the servant of the people of Boston and answerable to them," said Representative Finnegan opening his remarks.

Mayor Should Supervise Police

"It is an anomaly that he is appointed, however, by the Governor. This is another home rule measure. The responsibility of the Police Commissioner should not be upon the Governor. He has other manifold duties and cannot properly perform this duty of supervising the Boston Police Department. The commissioner is acting, in many cases, without the knowledge of the Governor, and I cite you the taxi cab cases in which he was called before Gov Fuller. The Mayor is better able to supervise the Police Commissioner."

"If you take the appointing power away from the Governor you will be removing the sorest canker in the heart of the Republican party. I should think the committee, the majority of which is Republican, would take this opportunity to rid themselves of this canker. Nothing has so stirred the people of Boston as the revelations concerning the Police Department. You've got to shoulder the responsibility of any malfeasance, misfeasance and nonfeasance in the Police Department."

"Why should the Governor have the appointing power, anyway? It just gives one more job to a Republican and usually it goes to one who has been beaten for office. What good is that appointment to you if it drives you and your party down to defeat, as this will?"

No Objection to Referendum

"Would you object to a referendum on this matter?" Senator Torrey asked.

"No," said Representative Finnegan. John H. Merrick, secretary to Police Commissioner Wilson, stepped up when opposition was called for, but stated that he represented the Commissioner and was not opposed to the bill. He spoke on the Fuller-Wilson controversy over taxis, but was interrupted by the chairman, who informed him the committee was not trying that case.

Ex-Mayor John F. Fitzgerald entered the committee room in the meanwhile and the entire hearing was reopened for him.

"I can't see why the Legislature denies to Boston the right it gives everyone else," said Mr Fitzgerald. "It is an insult to the Democratic voters. It

is a stigma on the entire citizenship of Boston to rule that they are incapable of doing the right and honorable thing."

Denies Boston Corrupt

"What is there rotten about Boston Democrats as opposed to Boston Republicans? I don't know any citizen or Boston who is proud of conditions as you have imposed them on us. It is the worst advertising Boston has ever had."

"This State is evenly divided. It went for Smith and for Walsh. It went for Allen. This State is overwhelmingly Democratic when the vote is out. Of course the Republicans have the church vote well organized, but I believe most of the unregistered young persons over 20 in this State will be registered as Democrats. Now, for decency's sake, remove the stigma on Boston. I travel considerably, and everywhere I am asked why Boston can't control its own destiny."

"I deny that Boston, with its majority of 100,000 Democrats, is corrupt. I fling that charge back in your faces. It is the Republican party that is rotten. It is the Republican party that has disgraced the United States. Two members of the Harding Cabinet, Daugherty and Denby, Republicans, brought disgrace. Forbes even sold the linens and medicines of dying soldiers for his ends. It was the brother of former Chief Justice Taft who said that 50 percent of the prohibition profits are spent in bribes of officials."

"There must be 25 Republican cities and towns of Massachusetts in which there has been corruption by Republicans."

Corruption on Republican Side

"Republicans have robbed the city and town treasuries. It wasn't until the State tax investigations that we learned of these facts. But in every case the corruption, the crookedness, the mismanagement has been on the Republican side. Be fair. We're not bad in Boston. I was Mayor of Boston and left that office with the plaudits of cities and towns after six years."

"I believe in party responsibility," the ex-Mayor said, when asked his preference in the bills before the committee. "If some of the Republicans who were elected on the ticket with Hoover had some party responsibility they wouldn't be sky-highing on the tariff, causing present business conditions."

"I also favor the bill for placing appointment of the Police Commissioner in the Mayor's hands for the same reason, party responsibility. If it were in his hands today we would not have to go to Methuen, or Ipswich, or Great Barrington to investigate the Garrett case. If we had more 'Home Rule' in Boston we wouldn't have such a situation as exists now with the Civil Service Commission when the choices of the Mayor of Boston are thrown down by the State officials—but I think that is coming out all right."

"Let me tell you I don't think you're going to get away with it. We'll make an issue of it this Fall. You're not going to be the party of virtue and have us the corrupt. The rottenest episode in American history was that under the Republican administration of Harding. You can't get away with it. It'll be an issue this Fall."

Back to Police Commissioner

After Representative Finnegan had received permission to read from committee records, testimony of Commissioner Wilson, to refute statements made by Secretary Merrick on the taxi case, Representative Leo Birmingham

startled the committee with the statement, "I honestly believe there is as much corruption in the Police Commissioner's office as there is in any office in this State. I'm firmly persuaded to that extent."

"Place the Commissioner under the Mayor of Boston and we have a Finance Commission to investigate him. I question what will be accomplished by an investigation conducted by the Attorney General of the Garrett case. He is a Republican. This is election year. The Republican party is not anxious to expose too much and, of course, to my mind, when one mentions the Garrett case it really means an investigation of Commissioner Wilson. If you want any State supervision over the Police Commissioner of Boston let the Civil Service Commissioner approve him, but let the Mayor appoint him."

Charges Innes Picked 1925 Candidate

Representative Twohig took the floor again to compare the Boston Fire Department with its record for efficiency under Boston control with the Boston Police Department and its record for graft and inefficiency under State control. Referring back to the Boston election of 1925, Representative Twohig said: "That was engineered undoubtedly by Charlie Innes and his gang. Under a party system the Republicans will have a chance, but the candidate will have to be a real Republican and not one picked by Charlie Innes."

Senator Mulhern recorded himself in favor of the bills for changes in the Boston election system and appointing of the police head by the Mayor, as did Representative Owen A. Gallagher.

With the hearing about to close and many leaving their seats, Representative John P. Connolly asked the committee to consider a phase of the Police Department administration which he said had not been brought up. He referred to newspaper accounts of personally conducted raids by Supt Crowley in Roxbury and asked the reason for it, inquiring why officers and members of the liquor squad did not conduct these raids.

"The reason is because the cops are in cahoots with the law violators," said Connolly. "A couple of years ago there were no speakeasies in Roxbury where there are two police stations, but now I can walk the street and count 12 of them. I'll take your committee into four."

"You're before the wrong committee," someone said.

The invitation of Rep Connolly was not accepted, but he was advised to take his evidence to other authorities. Representatives John F. Buckley and McNulty were the gnat speakers, the latter closing the hearing with the plea, "Give Boston a break."

Gen Logan, Andrew J. Peters, Francis W. Slattery and Mayor Curley did not appear, although Rep Twohig said he had hoped to have them present. Democratic members of the House, after the hearing, stated that if the Legislature does not change the election system in Boston and the appointment of the Police Commissioner, that both matters will be brought to the ballot where the people can decide.

"This is the year," said Representative Finnegan.

CONDITIONS IN CITY ATTACKED

Speakers Urge Appointment of Police Commissioner by Mayor

Holding the threat of referendum over the heads of a Republican Legislature and the threat of a clean Democratic sweep throughout the State in the November elections, Boston Democratic leaders of the General Court, aided by Ex-Mayor John F. Fitzgerald, launched today before the legislative committee on cities their greatest fight for "Home Rule" in Boston. Speaking on a bill to have party primaries or preferential primaries in Boston and a second bill to place the appointing of the Police Commissioner in the hands of the Mayor instead of the Governor, the hearing came to a climax with an invitation to the committee to go touring Roxbury speakeasies for the afternoon.

"I'll take your committee into four speakeasies in Roxbury right now," said Representative John P. Connolly, concluding his remarks on police conditions in Boston.

"This is not the place for that information," said Senator Torrey, chairman of the committee, "a citizen has a right to arrest if he knows of wrong doing."

"I'm no stool pigeon," said Connolly, "but I'll demonstrate to you if you don't believe what I'm telling you about conditions in Boston."

Flay Republican Party

Two bills were before the committee at the opening of the hearing, but a third was introduced. The first bill was that of Representatives James J. Twohig and Joseph Finnegan for party nominations and elections of Mayor and Councilors in the city of Boston. At a Democratic caucus yesterday 25 Democratic Representatives of Boston voted to support that bill and the bill of Representative Lewis R. Sullivan Jr. filed for John J. Cummings, providing for preferential primaries in Boston. The speakers spoke on both bills, expressing a general preference for the party system, but willingness to compromise on the preferential primary. A willingness to have the

entire matter in the form of a referendum at the November election also was discussed.

With the "Home Rule" bills on elections the bill of Representative Joseph Finnegan authorizing the appointment of Boston's Police Commissioner also was heard.

A scathing indictment of the Republican party, together with a plea for the right to run Boston without interference, was the substance of the discussion before the committee on cities.

Representative James J. Twohig presented the Democrats' case and there was no opposition except what developed in questions from Republicans on the committee.

Asks Honest System

"Give the people of Boston a bill that will give them an honest system of elections," pleaded Representative Twohig. "Boston doesn't want the present unfortunate system. The people of Boston are being misused under this system of elections. There are things to be corrected in the system. Correct them. A Republican floor leader asked me when this matter was heard some time ago, 'Where are the leaders of your party?' He meant the big shots who show up on election eve. Well, here are the real leaders of the Democratic party in Boston, in this room, the men from the wards of Boston."

"But to satisfy the Republican floor leader we have some big men here. The Republican Legislature has imposed upon Boston the most ridiculous system of elections ever imposed on any city. Think of a system in which a Mayor can hold office four years and then can't succeed himself. It takes away the incentive to do the best work in the office. The tendency is, I say, the tendency is to do just as he pleases under this system."

"We have only one qualification for Mayor of Boston under this system — 3000 signatures. A man doesn't have to know chalk from cheese. He doesn't have to have any experience, not a single day's experience. He doesn't have to be a Democrat or a Republican. He doesn't even have to have brains. If he has enough dough he can get 3000 signatures."

"Victimizes People of Boston"

"We don't want a recurrence of four days ago. That was a horrible thing."

Everyone was disgusted. The trouble, though, wasn't with Boston. It was with the Legislature that imposed that system on us. I know the fellows who jumped into that fight four years ago were conspirators, but the people of Boston were absolutely victimized. That was the intent of the Legislature by imposing a system that required only 3000 names to be a candidate. Four years ago there were eight or ten candidates and we got a minority Mayor.

"The last administration in Boston was a disgrace. I don't have to remind you of the Exchange-st widening. You remember the way that minority Mayor came before this very committee and in answer to my questions said he would like to extend the present Elevated system for another 50 years. He would have turned over \$52,000,000 in subways to a Metropolitan Transit Area. But that is changed. The things he wanted have all changed. They have shown him since that we can save millions on his plan for the East Boston tunnel, that he wanted to give to the land sharks of this city."

"Under this system of elections, some of those birds running for the City Council couldn't have won a house fight. Why do they run? They run because of the political advertising they get. Most of them are lawyers, and they want their names before the public. Is that the kind of an election system you want?"

"Give us either one of the two bills, either the party system or the preferential, but give us one of them."

The speaker said that he expected Gen Logan, John F. Fitzgerald and Frank Slattery to appear in favor of the bills.

"You wanted some leaders, so I wrote to those men, but we have the real leader with us, Representative Joseph Finnegan."

Representative Finnegan subscribed to the bills and to the sentiment that the real leaders of the Democratic party were present.

"Not one of those you call leaders," he said, "could defeat one of us if he came into our wards. On these bills for 'Home Rule,' let me remind you, gentlemen, that there is a referendum attached to each one of them."

Wants Three Systems on Ballot

"Would you want all three systems on the ballot?" he was asked.

"Yes," said Finnegan. "We'd be satisfied to have the people of Boston vote as to whether they want the present system, the preferential primary or the party system. And they'll say the party system is the best. I quote you a Republican President, Calvin Coolidge, who said that the only proper system of government was one founded on a party basis. It makes for the best government. Boston's election is second in importance to the State election. Worcester has a party primary. Nearly all cities have either the preferential or the party system. I believe about 90 percent of the people of Boston are dissatisfied with the present system."

"I'll accept the preferential primary, but I would like the party system," Representative Finnegan concluded.

Representative Lewis R. Sullivan appeared to be recorded in favor of "Home Rule," and said many are elected now who are not real leaders because of the present system.

Representative John Mahoney referred to the 1925 campaign as disgusting as he expressed himself in favor of the bills.

Representative Timothy McDonough said, speaking in favor, that the present election system brings only chaos, and charged many Council candidates with using their candidacies as a means

TRANSCRIPT 2/18/30

Boston Elks Hosts to Exalted Ruler

Practically every lodge in the State was represented last night at the reception tendered Walter Pemberton Andrews of Atlanta, Ga., grand exalted ruler of the Elks, and his suite, in the ballroom of the Elks' Hotel.

Checks for \$1000 or partial payments were received by Colonel Andrews from Springfield Lodge, Maynard Lodge, known as the "Baby Lodge"; Everett Lodge, Brookline Lodge, Medford Lodge, Wakefield Lodge, Middleboro Lodge and others as contributions to the Elks' National Fund, by which it is hoped to raise \$20,000,000 and use the interest for charities which will benefit needy people.

Dr. Edward L. Bishop, exalted ruler of Winthrop Lodge, opened the program and introduced John Frank Malley of Springfield, past grand exalted ruler, as toastmaster.

Attorney General Joseph E. Warner represented Governor Allen and extended the greetings of the Commonwealth to the guest from Georgia. He said that in its sixty-two years of activity the Elks have rendered benefits to the State far greater than any legislative enactments could have done. Joseph A. Conry represented Mayor Curley and welcomed Colonel Andrews in behalf of the city.

Colonel Andrews praised the work of Massachusetts Elks and said the organization appreciates that no State association is more devoted to the principles of the order than Massachusetts. He spoke in detail of the National Foundation Fund and gave credit to Mr. Malley as the "father of the great idea."

AMERICAN 2/18/30 Mayor Curley's Wife "About the Same"

Little change in the condition of Mrs. James M. Curley, wife of the mayor, was reported today at her Jamaicaaway home. Mrs. Curley is still confined to her bed except for an occasional hour or two during the afternoon.

Here's Where Boston Loses One Place in Census Rating

The Los Angeles Times furnishes a new estimate of its home city's growth that plainly indicates it has jumped way ahead of Boston in population. Los Angeles has gone far in annexing territory; Boston has stood still in this respect since the last Federal census (1920). Meantime Boston suburbs have continued their rapid growth—but that does not help the city itself in the census tables. Metropolitan Boston has some 2,000,000 inhabitants—enough to yield third or fourth place in the list of the largest cities of the United States when the 1930 census is taken—if they could be credited to Boston. The people are here but they are not considered as a whole for Federal census purposes—so outsiders will still continue to look upon Boston as eighth, ninth or tenth city in population. Here is what The Times says:

"Los Angeles had a population of 100,000 persons in 1900; in 1910 the number had increased to 319,000; the year 1920 found the city with 576,000, and in 1925 about 1,100,000 people were permanently settled. At the beginning of 1930, the population undoubtedly exceeds 1,400,000. From this information we see that to-

AMERICAN 2/18/30 Fitzgerald Hits G.O.P. State Rule of City

Arguing for preferential election primaries and the right of the mayor to name the Boston police commissioner, former Mayor John F. Fitzgerald today attacked the Nichols administration and Republican control of Boston from Beacon Hill.

He appeared before the legislative committee on cities with Rep. James J. Twohig and other Boston Democrats.

"I cannot understand why the Republican party, through its lead-

ership in the Legislature, and in the Governor's office, denies to Boston what it gives of home rule to every other city in the state," he said.

"It is not only an insult to the Democratic voters of Boston but a stigma on the city itself.

"We have just had four years of non-partisan government in Boston under Republican auspices. I don't know of any citizen who is proud of that administration.

He charged that the state division of accounts in cities and towns had revealed Republican office holders guilty of "mismanagement, corruption and crookedness." And the "rottenest episode in recent history," he said, was during the Harding administration at Washington.

"So we are not so bad in Boston," he added.

"If Boston had control over its police force, he said, 'the Garrett case would have not become an issue on Beacon Hill, because the city itself would have taken care of it.

The former mayor urged party nominations in Boston, but willingness to accept a preferential primary as a first step to that end.

Twohig characterized the present method of election in Boston as a "horrible system."

Rep. Joseph Finnegan called attention to the fact that the bills carry a referendum to the people. He prophesied that 90 per cent of the voters would approve the change.

MAYOR EXALTS MEDICAL IDEAL

"The ideals that form the foundation of the projected New England Medical Center are the same ideals that for decades have been the backbone of New England practice of medicine," said Mayor James M. Curley today at a luncheon in Boston Chamber of Commerce to the committee that is raising a fund of \$1,500,000 to construct and maintain the proposed center.

Ralph Lowell, chairman of the committee, announced the fund had passed the \$650,000 mark.

"Every Bostonian knows of the work done by the Boston Dispensary among the poor and needy," said the mayor, "and the results accomplished by the Boston Floating Hospital and the Tufts College Medical School make them suitable companions in the new adventure planned for the trio of beneficial institutions when they become the New England Medical Center on the conclusion of the campaign for \$1,500,000.

"Only the greatest of benefit can come to Boston from the combination of these three great institutions, and every Bostonian should be proud that such a merger is contemplated and that the great good that will come of it will cover all New England as well as New England's largest city.

"I understand that one of the results to come from the formation of the New England Medical Center will be the distribution through New England of many young men, equipped and ready to replace the family physicians whose scarcity in the rural districts has already caused many unpleasant complications."

GLOBE 2/18/30 PM ROURKE OK TO CIVIL SERVICE

Haffenreffer and Martin Also Approved

The Civil Service Commission this afternoon approved the appointment by Mayor Curley of Joseph A. Rourke to be public works commissioner of the city of Boston. This was the second time his name had come before them. The other time action was postponed.

The commission also approved the appointment of Theodore Haffenreffer and John J. Martin as park commissioners.

The appointment of Mrs. Helen C. Galvin as registrar of the city of Boston was not acted upon today by the Civil Service Commission. The 30-day time limit on her expires tomorrow.

No action was taken by the commission on the names of Joseph A. Conry as traffic commissioner, Edward C. McLaughlin as fire commissioner or James E. Maguire as institutions commissioner.

day Los Angeles is about fifteen times the size it was in 1900. Between the years 1925 and 1930 it added to itself a city about the size of New Orleans. During 1929 it added to itself enough people to equal the population of Charleston, S. C."

E. F. M.

GLOBE 2/19/30 AM

THREE CURLEY APPOINTMENTS WIN CIVIL SERVICE BOARD'S APPROVAL

Rourke Immediately Steps Into Public Works Post While Martin and Haffenreffer Await Oath



JOHN J. MARTIN

Within two hours of the Civil Service Commission's certification of his nomination as Public Works Commissioner yesterday, Joseph A. Rourke was administered the oath of office by City Clerk Wilfred J. Doyle and immediately went to work on his \$9000 job.

Civil Service took no action yesterday with respect to the Mayor resubmission to it of the nominations of Ex-Senator Edward F. McLaughlin to be \$7500 Fire Commissioner, or of Ex-Congressman Joseph A. Conry to be \$7500 Traffic Commissioner. This omission, however, signifies nothing conclusive, since the commission has two weeks more on which to give its decision in these nominations which, with that of Rourke, were originally allowed to lapse beyond the 30-day limit.

No Word on Mrs Galvin

Nor did the commission give its verdict on the nominations of Mrs Helen C. Galvin to be \$5000 City Register, al-



THEODORE C. HAFFENREFFER

though the 30-day period since her nomination was made elapses today; or on the nomination of James E. Maguire to be \$7500 Institutions Commissioner.

The commission did meet common expectation in certifying the Mayoral nominations of Theodore C. Haffenreffer, Roxbury brewer who also has a 1000-acre estate alongside that of Ex-Gov Fuller at Rye, N H; and of Pres John J. Martin of the Exchange Trust Company, both these men to be unpaid Park Commissioners. They will be sworn in today or tomorrow.

Mr Rourke's host of friends must have been amused at the celerity with which he took command, once he was certified. He held the job for four years through the second Curley administration. His is one of the choicest positions within the Mayor's gift, and pays \$9000 salary.

Mr Rourke is head of a department that teaches the daily life of the citizenry at more points than that of any city bureau—he supervises the water, lighting, bridge and ferry, paving, sanitary, street-cleaning and sewer divisions. The department spends \$9,000,



JOSEPH A. ROURKE

000 of taxpayers' money in these services annually, spends millions more on street surfacing and repair, has a payroll of 3100 persons, the largest of any city department within Mayoral control.

Haffenreffer Knows Work

Theodore C. Haffenreffer, one of seven children of Rudolf and Catherine D. Haffenreffer, pioneer settlers in the Jamaica Plain German colony, now operates the large brewery business started by his father.

Mr Haffenreffer will bring to his post as Park Commissioner a large fund of practical knowledge about arboriculture and care of lands, since he is the owner of a 1000-acre estate at Rye, N H.

Born in Jamaica Plain in 1880, Mr Haffenreffer attended Chauncy Hall School, Allen School at West Newton, and, after study at a Boston business college, entered his father's concern, which he now manages.

In 1916 he married Marie Rahr of Wisconsin. They have five children, the family residence being at 21 Brookside av.

CITY HIRES UNEMPLOYED IN SNOW WORK, SAVES \$25,000

By hiring unemployed men to aid in snow removal instead of having the work done by contractors the city has been saved approximately \$25,000, it was revealed yesterday by Acting Public Works Commissioner Thomas J. Hurley.

The cost of labor was \$40,000, he said. The entire job was done by city employees, plus about 1000 unemployed men, who were put to work at \$5 a day.

POST 2/19/30

\$41,000,000 PROGRAMME FOR BOSTON

Curley Asks Governor to Help Secure Authority

Public improvements costing over \$41,000,000 were outlined last night by Mayor Curley in a communication to Governor Allen as Boston's contribution to President Hoover's programme for the promotion of industrial prosperity and the relief of unemployment.

ASK ALLEN'S AID

Stating that he had already made available \$7,510,000 for public improvements, which will be started in a month after the necessary advertising for bids, the Mayor appealed to the Governor to use his "friendly intercession" with the Legislature to adopt legislation permitting the city to proceed with other needed developments costing \$34,000,000.

The Mayor estimated that there are 70,000 unemployed men and women in Greater Boston and asserted that the municipal programme, supplemented by private developments, "would aid materially in providing relief for the families of those who today seek opportunity for livelihood with extremely bleak prospect of success."

Among the monies made available by the Mayor for improvements to be started within a month are \$1,000,000 for hospital additions, \$1,000,000 for sewerage works, \$1,000,000 for the Charles street widening, \$1,210,000 for the Centre street widening in West Roxbury, \$750,000 for Strandway improvements, \$450,000 for building additions at the Boston Sanatorium, \$350,000 for a new ferryboat, \$350,000 for a new fireboat, \$330,000 for airport improvements, \$275,000 for East Boston court house additions, \$200,000 for a new police boat, \$200,000 for two new branch libraries, \$160,000 for Brighton court house additions, \$70,000 for a City Hospital medical pavilion, \$65,000 for tercentenary memorials, \$60,000 for Muddy River and West End park improvements, and \$40,000 for improvements at the Webster avenue playground, North End.

New School Buildings

New school buildings at a cost of \$5,000,000 will also be started soon under a plan to be drawn up by the new commission on school buildings, in conference with the Mayor and the school committee.

The improvements for which the Mayor has requested the aid of the Governor in securing authorization from the Legislature to float loans necessary to pay for them include \$10,

000,000 for permanent street construction throughout the city, particularly in the new residential areas, \$2,000,000 for the widening of Dorchester avenue and Summer and L streets, South Boston, \$1,000,000 for the construction of a Strandway along the Bayswater front of East Boston and \$16,000,000 for the construction of either a vehicular tunnel or bridge from the downtown business centre to East Boston.

CURLEY FOR AIDING PORT

Seeks Transfer of Two Ship Lines Here

Seeking to build up activity along the waterfront, Mayor Curley late yesterday appealed to the United States Shipping Board to award the American Diamond Lines and the America-France Line to the United States Lines, provided that Boston will be made a cargo port for all the vessels to be transferred, and not merely a port of call in the transatlantic service.

The Mayor's action was taken following a conference with port authorities here at which it was brought to his attention that efforts were being made to divert the steamers to other coastal cities. He recalled that although the United States Lines put in the highest bid for the ships over a year ago, the award had been held up.

That Boston favors the award to the highest bidder on condition that the contract of sale include specific provision for maintenance by the United States Lines of direct service between this and European ports was officially placed on the records last night by the Mayor in telegrams to Chairman T. V. O'Connor of the shipping board, and Chairman Wallace H. White, Jr., of the House committee on merchant marine and fisheries at Washington.

Last night the Mayor also appealed to the Bay State delegation in Congress to use their influence in the effort to obtain the allocation of the lines to the port of Boston, asserting that it would be "most helpful" for the progress of the city.

HERALD 2/19/30

MAY FIX BOSTON TAX LIMIT AT \$16

Legislative Committee Will
Recommend \$3.25
Increase

MAYOR CURLEY ASKED RATE FIXED AT \$15

The legislative committee on municipal finance will recommend to the Legislature a \$16 tax limit for the city of Boston, which is \$3.25 more than last year's figure and \$1 more than the highest figure suggested by Mayor Curley in his recent appearance before the committee outlining the needs of the city.

The decision of the committee is in accord with the sentiment expressed by Senator Frank W. Osborne, chairman of the joint committee, that the Legislature is not acquainted with the budget needs of the city of Boston and that a maximum limit, providing a leeway for the mayor, should be set, rather than a sum that would limit him to an amount less than that expressed by the mayor as necessary.

The action of the committee in co-operating so liberally with the mayor is a wide departure from its attitude of previous years and provides a situation similar to that which prevailed from 1885 to 1915 when an elastic tax limit prevailed.

Since 1915 the Legislature has invariably set the city's tax limit an amount below that which the mayor asked. In 1926 Representative Henry L. Shattuck of Boston led a movement in the Legislature to dispense with that body fixing this figure for Boston. He had many followers in and out of the Legislature, but was not successful in his attempt.

At the recent hearing on Boston's tax limit question, Mayor Curley appeared before the committee and declared that last year's rate of \$12.75 would not bring sufficient revenue to carry on the regular work of the several departments. He estimated that \$14.75 would be the lowest to provide for proper functioning of the city's necessary activities, and suggested a \$15 rate.

All of the members of the municipal finance committee do not agree with the generous policy expressed by the majority. Representative George P. Anderson, Republican, and Representative John J. Higgins, Democrat, both of Boston, feel that \$15 would be ample and that the extra dollar would probably result in that much extra money being spent by the city.

CURLEY UNFOLDS HUGE PROGRAM

Plans \$41,000,000 Building
Expenditure to Aid
Unemployment

ASKS ALLEN'S HELP IN LEGISLATION

Boston's answer to the national appeal of President Hoover for a public building program to promote industrial prosperity and relieve unemployment was given in detail yesterday to Gov. Allen by Mayor Curley, and calls for an expenditure this year of \$41,000,000.

Of this money to be spent, \$7,510,000 has already been approved by the city council and at a conference with the commissioners of school buildings, tomorrow afternoon, it is probable that \$5,000,000 will be allocated for such construction.

"As mayor of Boston," wrote Mr. Curley, "I have made available 90 per cent. of all moneys which I am permitted by law to appropriate, or a total of \$7,510,000 and the major portion of the work will be advertised and contracts awarded within 30 days."

In enumerating the various projects which he recommended to the city council he cited: hospital improvements, \$1,000,000; Charles street widening, \$1,000,000; Centre street widening, \$1,210,000; Columbus park and Strandway, \$750,000; Boston sanatorium buildings, \$450,000; ferry boat, \$350,000; fire boat, \$350,000; court house additions, \$435,000; airport improvements, \$330,000; police boat, \$200,000; medical pavilion at City Hospital, \$70,000; branch libraries, \$200,000; memorials, \$65,000; Muddy river and West end improvements, \$60,000; Webster avenue playground, \$40,000.

"While the sum in excess of \$7,500,000 which is now available represents a reasonable contribution to the program as enunciated by President Herbert Hoover," added the mayor, "it is imperative that it be augmented by additional necessary expenditures."

"The program for Boston's schools, which I trust will be shortly compiled, should represent an additional expenditure for new construction of not less than \$5,000,000."

ASKS ALLEN'S AID

"I have petitioned the Legislature for authority to borrow \$10,000,000 to be expended for permanent street construction and the sum of \$1,000,000 in addition for Strandway development at East Boston; also \$2,000,000 for the widening and improvement of Summer street and Dorchester avenue."

"It is imperative that authorization be granted at an early date and I would greatly appreciate your friendly intercession in behalf of early and favorable action upon these measures."

"A conservative estimate at the present time places the unemployed in Greater Boston at approximately 70,000 women and men, and an expenditure in the sum of \$25,000,000 as here outlined, together with the authorization, when secured, for either tunnel or bridge to East Boston representing approximately \$16,000,000 or a grand total of \$41,000,000, would help to relieve the situation by affording employment for thousands."

URGES SUPPORT OF TERCENTENARY

Fitzgerald Tells Clubwomen
Western Spirit Needed

Urging his hearers to lend their active support to plans for the celebration of the tercentenary in Massachusetts this year, John F. Fitzgerald, ex-mayor of Boston, speaking at the monthly luncheon of the Professional Women's Club yesterday at Hotel Statler, deplored the lack of interest that has been apparent up to the present time. He suggested that the people of this state "need some of the western spirit, not only in the tercentenary celebration, but in other things."

Mrs. Mabel Mann Jordan, president of the club, introduced the speakers, among whom was Mrs. Grace Morrison Poole, first vice-president of the General Federation of Women's Clubs. Mrs. Poole raised the question whether women, in their clubs, are not undertaking "too much of a diet." "While the horizon of the world has grown smaller, the horizon of women has grown larger," she said, tracing the interests of clubs from their organization for the purpose of self-culture to their present world-wide scope.

Mme. Rose Zulalian sang the new "Hymn to America," written by Miss Clara Endicott Sears, and set to music by Mrs. M. H. Gulesian, who played the accompaniment. Miss Sears was a guest of honor, as was Frank P. Speare, president of Northeastern University, who talked on the intellectual ability of women students at that university. Others were Mrs. Eva Whiting White, Mrs. Harry Harvey Thomas and Suzanne Jackson of New York, Carlo Peroni, Henry A. Sasserno and Edward Ransom. The last named and Mme. Zulalian sang a duet from the opera, "Aida."

AMERICAN 2/18/30 Councillor Wilson Hailed as Next Mayor

As the "next mayor of Boston," City Councillor Robert Gardiner Wilson, Jr., of Dorchester, Republican member of the city government for the past four years, was feted at the Elks Hotel by the Ward 17 Associates, composed exclusively of Democrats, who arranged the special victory reception and banquet in his honor.

The boom of Wilson for mayor was launched by Toastmaster Henry Keough. In behalf of Mayor Curley, who was detained at home by the illness of Mrs. Curley, Arthur B. Corbett, confidential mayoral secretary, paid tribute to the public service of the Dorchester councillor since 1926.

CONFIRMS ROURKE PUBLIC WORKS HEAD

Commission Fails to Approve
Mrs. Helen C. Galvin

The civil service commission answered Mayor Curley's appeal for confirmation of his appointees, yesterday, by confirming Joseph A. Rourke as commissioner of public works, Theodore C. Haffenreffer and John J. Martin as park commissioners, and by refusing to approve Mrs. Helen C. Galvin as city registrar.

No action was taken upon the appointments of Joseph A. Conry as traffic commissioner, Edward F. McLaughlin as fire commissioner and James E. Maguire as institutions commissioner, but reports which appeared to have adequate foundation indicated that the commission was more favorably inclined towards the mayor's appointees than has been the case during the past six weeks.

The rejection of Mrs. Galvin was not unexpected. It is understood that a newspaper interview in which she was quoted as having said that she knew nothing about the duties of the office to which she was appointed provided reason for the adverse decision of the commission.

Soon after an official announcement was made of the confirmation of Rourke, he was sworn in by City Clerk Doyle, and immediately assumed direction of the department of public works.

His immediate business is not to become acquainted with the duties of the position, with which service of eight years has made him intimately familiar, but to prepare a street construction program so that work can be started upon several important projects before April 1.

Mayor Curley appeared to be hopeful yesterday that his conference with the commissioners would be productive of favorable action upon the majority of his appointees.

It was not denied that the commission discussed the qualifications of Conry, McLaughlin and Maguire, yesterday, and from the fact that a decisive vote on confirmation was withheld, the conclusion was drawn by city officials that their chances of eventually receiving official approval had been materially bettered because of the arguments in their favor advanced by Mayor Curley.

HERALD 2/19/30

GLOBE 2/18/30 PM

CURLEY URGES HELP FOR PORT

Sends Appeal to U. S. Shipping Board

Mayor Curley moved yesterday to help the port of Boston by urging the United States shipping board to recognize the right of the United States lines to take over the American Diamond Line and the American-France Line of steamships.

To offset the reported influence of lobbyists who are credited with achieving signal success in their efforts to prevent the acceptance of the bid of the United States Lines for the two European lines which the shipping board will transfer, the mayor wired Chairman T. V. O'Connor of the shipping board and Congressman White, chairman of the House committee on merchant marine and fisheries as follows:

"On behalf of port of Boston, may I urge you to award American Diamond Lines and American-France Line to United States Lines, Incorporated, as original high bidder provided sale includes specific provision for maintenance by United States Lines of direct service from Boston to European ports."

The mayor followed the telegram with the following letter to members of the Massachusetts delegation in Congress:

"I have sent this telegram to Hon. T. V. O'Connor, chairman United States shipping board and Hon. Wallace H.

White, Jr., chairman House committee on merchant marine and fisheries.

"I would appreciate intercession and pressure by delegation from Massachusetts as the allocation of these lines to the port of Boston will be most helpful."

Months ago, under what Mayor Curley understands was a specific guarantee that the two lines would be allocated to the highest bidder, the United States Lines made a proposal which was more than \$1,000,000 in excess of the next bidder. Instead of carrying out the agreement the shipping board has taken no action and it has been reported from Washington that powerful lobbyists have been responsible for the failure of the board to act.

Mayor Curley believes that if direct service to European ports can be assured Boston, the acquisition of the American Diamond and American-France Line boats warrants vigorous action to influence the shipping board to accept the bid of the United States Lines.

GLOBE 2/18/30 PM

\$25,000 SAVED IN SNOW WORK

Jobs for 1000 Men, With
Total Cost \$40,000

Acting Public Works Commissioner Thomas J. Hurley sat at his desk in City Hall Annex this morning, his face wreathed in smiles. In his hand he held a sheet showing an itemized account of the city's expenditures for snow removal after the recent storm. The bill totaled \$40,000.

"Let me see, let me see," mused the commissioner. "How does that old Biblical passage about casting bread on the waters go?"

"Cast thy bread upon the waters; for thou shalt find it after many days," replied an assistant at the commissioner's elbow. "You'll find it somewhere in Ecclesiastes, in case the Finance Commission wants to know."

"We should have the Finance Commission eating bread out of our hand when it sees these figures and what is behind them," said the commissioner.

"Just look here," he exclaimed, "cost of labor \$40,000. We did the entire job with our own men, put more than 1000 jobless men to work at \$5 a head at a time when they most needed the money, and at the same time we saved the city \$25,000 which we would have had to pay out additional if the work had been done by contractors."

LAUDS MEDICAL CENTER PLAN

Mayor Arouses Interest in
\$1,500,000 Drive

With congratulations on the work that is being done and a word of encouragement, Mayor Curley this noon aroused added enthusiasm in the men on the committee of the New England Medical Center \$1,500,000 fund, when he addressed them at their third report luncheon at the Chamber of Commerce. Ralph Lowell, chairman of the committee, presided.

"Every Bostonian knows of the work done by the Boston Dispensary among the poor and needy," said Mayor Curley, "and the results accomplished by the Boston Floating Hospital and the Tufts College Medical School make the suitable companions in the new adventure planned for the trio of beneficial institution when they become the New England Medical Center on the conclusion of the campaign for \$1,500,000. If those who have been helped by the Boston Dispensary alone could give what they would like to give the fund would be oversubscribed tomorrow."

"The ideals form the foundation of the projected medical center are the same ideals that for decades have been the backbone of New England practice of medicine."

Chairman Lowell announced that the fund total was now over the \$650,000 mark, which is two-thirds of the way toward the \$970,000 needed to build the center. The remaining \$530,000 sought for the fund is for perpetual endowment of the project.

More than 1000 persons have donated to the fund. The next meeting of the committee will be next Tuesday.

GLOBE 2/19/30 AM

GOODWIN OPPOSES RAISE IN HIS PAY

Finance Commissioner and
Hays Kill Measure

Frank A. Goodwin spiked any legislative action contemplated to give him an increase in salary from \$5000 to \$7500 a year as Finance Commissioner when he appeared before the Legislative Committee on Cities today and asked that the bill of Representative Martin Hays be given leave to withdraw.

Prior to his appearance, Representative Hays said he had discussed his bill providing for the salary increase for Goodwin with the subject of the bill and was told that he would refuse such an increase.

"Between the two of us, Frank, I guess we've licked it," said Representative Hays after the hearing which lasted but a moment.

WILSON IS HONOR GUEST OF WARD 17 ASSOCIATION

City Councillor Robert Gardiner Wilson Jr was honored by the Ward 17 Associates, composed of his friends and supporters of the Dorchester ward, at a banquet last night at the Elks Hotel. He was presented a traveling bag by James McNamara in behalf of the gathering.

Arthur Corbett, secretary to Mayor Curley, represented the city and congratulated the guest of honor. Remarks were also made by William G. Lynch of South Boston, president of the Boston City Council, and John J. Curley. Thomas Kennedy was toastmaster.

RECORD 2/19/30

Board's Act New Blow at Curley

The state civil service commission struck another blow at Mayor Curley's plans for his administration of the city's affairs yesterday by rejecting his appointment of Mrs. Helen C. Galvin as city registrar, while confirming three other Curley appointees.



Mrs. Helen C. Galvin was the first woman in the history of Boston named to head an important city department.

The appointees who were approved are Joseph A. Rourke as public works commissioner and John J. Martin and Theodore Haffenreffer as park commissioners.

No action was taken on the appointment of ex-Congressman Joseph A. Conry as traffic commissioner, Joseph E. Maguire as institutions commissioner and Edward F. McLaughlin, fire commissioner, whose names the mayor re-submitted after they were once rejected.

"L" TRUSTEE BACKS CURLEY TRANSIT PLAN

Three great needs of Boston's rapid transit system are the extension of the Boylston st. subway under Grosvenor sq., an overpass at Cottage Farm bridge and extension of rapid transit along Huntington ave. to Brookline Village, Henry I. Harriman, chairman of the "El" trustees, declared in a radio talk last night.

This was the first time official approval was given to the proposals of Mayor Curley for improvement in service by an Elevated trustee.

He expressed the belief that portions of Greater Boston not now favored with adequate rapid transit lines should be given these facilities, but at the same time warned that the car rider should not have to pay all the expense. The talk was given from Station WHEEL.

Such improvements benefit real estate adjacent to, or in the direction, of the improvement, Mr. Harriman said and indicated that they should bear their fair share of the cost.

Speaking of the way in which the public welcomes speedier service he said 20,000 passengers a day are now using the Mattapan-Ashmont service and 40,000 more passengers are using the Dorchester tunnel daily than did so before the extension beyond Andrew Sa

Mrs. Curley Is Still Confined to Bed

Little change in the condition of Mrs. James M. Curley wife of the mayor, was reported yesterday at her Jamaicaaway home. Mrs. Curley is still confined to her bed except for an occasional hour or two during the afternoon.

GLOBE 2/19/30 AM

\$7,510,000 PROGRAM TO AID JOBLESS HERE

Mayor Curley Lists City's Projects In Line With Hoover Policy and Indicates Others to Come

How well Boston is doing her part toward relieving the unemployment situation and promoting industrial prosperity was indicated yesterday by Mayor Curley, in a communication to Gov Allen, in which he stated that already he had authorized the expenditure of \$7,510,000 for municipal improvements, the contracts for the major portion of which will be awarded within the next 30 days. The \$7,000,000, according to the Mayor, represents 90 percent of all the money that he is permitted by law to appropriate.

Mayor Curley's letter was in answer to the Governor's inquiry as to what Boston was doing in carrying out the program recommended by President Hoover. The Mayor pointed out that while the sum in excess of the \$7,000,000 which is now available represents a reasonable contribution to the program as enunciated by President Hoover, it is imperative that it be augmented by additional necessary expenditures.

Mayor Curley's Letter

The Mayor's letter to Gov Allen follows in part:

"The program for Boston's schools, which I trust will shortly be compiled, should represent an additional expenditure for new construction of not less than \$5,000,000.

"I have petitioned the Legislature for authority to borrow \$10,000,000 to

be expended for permanent street construction and the sum of \$1,000,000 in addition for Strandway development at East Boston; also \$2,000,000 for the widening and improvement of Summer st and Dorchester av.

"It is imperative that authorization be granted at an early date and I would greatly appreciate your friendly intercession in behalf of early and favorable action upon these measures.

70,000 Unemployed Here

"A conservative estimate at the present time places the unemployed in Greater Boston at approximately 70,000 women and men, and an expenditure in the sum of \$25,000,000 as here outlined, together with the authorization, when secured, for either tunnel or bridge to East Boston, representing approximately \$16,000,000, or a grand total of \$41,000,000, all to be expended by the city of Boston, coupled with such additional work as may be inaugurated by public service corporations, private corporations and individuals, would aid materially in providing relief for the families of those who today seek opportunity for livelihood with extremely bleak prospect of success."

Mayor Curley summed up the contemplated improvements for Boston as follows:

Hospital improvements.....	\$1,000,000
Sewerage works.....	1,000,000
Charles-st widening.....	1,000,000
Center-st widening.....	1,210,000
Columbus Park and Strandway.....	750,000
Boston Sanatorium buildings.....	450,000
New ferry boat.....	350,000
New fire boat.....	350,000
East Boston Courthouse — Police Station improvements.....	275,000
Airport improvements.....	340,000
New police boat.....	200,000
Brighton Courthouse addition.....	180,000
Medical Pavilion, City Hospital.....	70,000
Tercentenary and Historical memorials.....	65,000
Improvement of Webster-av Pier ground.....	40,000
Muddy River and West End Park improvements.....	60,000
Building of branch libraries.....	200,000

\$7,510,000

GLOBE 2/19/30 AM

WOULD LIFT REQUIRED SCHOOL AGE TO 15

Commission Provides for
Part Time in Last Year

Senator Davis, Heads of Numerous
Organizations Advocate New Law

Legislation increasing the compulsory school attendance age from 14 to 15 years and other recommendations of the special commission on educational matters were urged by several speakers at a hearing yesterday before the Legislative Committee on Education at the State House. Opponents will be given a hearing at a date to be announced by the committee.

Senator J. Bradford Davis of Haverhill, chairman of the special commission, said that continuation schools provide a bridge between the home and the industries. Although some industries have been opposed to continuation schools they are now becoming more reconciled, said Senator Davis, and realize the advantages that have accrued in getting better qualified children.

The commission, said he, recommends raising the compulsory school age from 14 to 15, allowing superintendents of schools to transfer pupils to specialized schools and to allow superintendents, because of economic necessity, to certify to industry children of 14. These latter, he went on, would be required to attend continuation school four hours a week while employed.

Superintendents in Favor

The second recommendation of the commission, he said, is to raise the grade requirement from sixth to seventh so that the provision might be in line with the increased compulsory attendance age.

Under the provisions of the third recommendation, superintendents would be authorized to give certificates for employment to minors of 15, who have completed the requirements of the seventh grade.

S. M. Graves, president of the Massachusetts School Superintendents' Association, said that his association felt that the "economic necessity" clause might be stricken out. Children of 11 who were certified to industry should attend school at least 10 hours a week while employed, in the opinion of the association.

John F. Scully, superintendent of the Brockton schools, favored the commission's report with the recommendation of the superintendents, as did Cornelius F. Parker, representing the Massachusetts Civic League.

Mayor and Women's Clubs

Thomas H. Bilodeau, legislative agent for the city of Boston, said that Mayor Curley believed in raising the compulsory school age. The Mayor, continued Mr Bilodeau, felt that an industry which cannot get along without the "sweat of children" is not worthy of the Commonwealth of Massachusetts.

Michael J. Downey recorded the board of Boston school superintendents in favor of raising the compulsory

school age. J. J. Hurley, chairman of the Boston School Committee, and Francis C. Gray and Mrs Elizabeth W. Pigeon, members, told of the Boston School Committee's indorsement of the superintendents' views.

Mrs Pigeon also placed the Massachusetts State Federation of Women's Club on record in favor. Other organizations recorded in favor of the commission's report were the Massachusetts Federation of Churches, Massachusetts League of Women Voters

and local leagues of that organization in Andover, Cambridge, Medford and Springfield.

Labor Bodies Indorse Plan

Others to favor the special commission's proposals were: Robert J. Watt, representing the Lawrence Central Labor Union; Michael Fitzgerald, superintendent of Cambridge schools; Dr Payson Smith, State Commissioner of Education; Mrs Mabel Strong Lord, executive secretary of the Massachusetts Child Labor Commission; Joseph Cabral, president of the Massachusetts branch, A. F. of L.; Abraham Kalish, president of the Young People's Socialist League; Alfred F. Whitman, representing the Children's Aid Association; Miss Ethel M. Johnson, Assistant Commissioner of Labor and Industries; Mary Gordon Thompson of the Women's Trade Union League; Hart Cummin, New Bedford Taxpayers' Association; Alfred Baker Lewis, Mrs Leslie B. Cutler of Needham, Miss Mary Wiggin and Bernard J. Rothwell.

MAYOR URGES DIRECT BOSTON-EUROPE LINES

Mayor Curley yesterday sent telegrams to Washington urging award of the American Diamond Lines and the American France Line to the United States Lines, Inc, as the original high bidder, provided the sale includes specific provision for maintenance by the United States Lines of direct service between Boston and European ports.

The telegrams were to T. V. O'Connor, chairman of the United States Shipping Board, and Hon Wallace H. White Jr, chairman of the House Committee on Merchant Marine and Fisheries. The Mayor also wired the Massachusetts delegation in Washington that he would appreciate intercession and pressure by the delegation, as "the allocation of these lines to the port of Boston will be most helpful."

MRS. GALVIN PUTS IT UP TO CURLEY

Rejected for Registrar
by Civil Service
Commission

Mrs. Helen Countie Galvin, who was rejected as city registrar by the Civil Service Commission yesterday after appointment by Mayor Curley, put the next move up to the Mayor last night, when she declared that the case is closed unless Mayor Curley makes a move to insist on her appointment.

NOT WORRYING

"I would like to have the appointment and think I am fully capable of performing the duties of the office," Mrs. Galvin, said "but in the event that I do not receive it, I guess I'll still manage to go along in my regular course of life. I don't expect to stop breathing because of any civil service commission. I guess I won't be idle."

The rejection of Mrs. Galvin started speculation at City Hall as to the Mayor's second appointee for the position. It was reported that the Mayor was giving consideration to Arthur B. Corbett and Frank B. Howland, of his secretarial staff.

The Civil Service Commission, after turning down Mrs. Galvin, confirmed the appointments of Joseph A. Rourke as public works commissioner and John J. Martin and Theodore Haffenreffer as park commissioners. Within 15 minutes of the confirmation, Commissioner Rourke took the oath of office from City Clerk Doyle and assumed his duties as head of the largest department at City Hall.

The commission took no action on the appointments of Edward F. McLaughlin as fire commissioner, Joseph A. Conry as traffic commissioner and James E. Maguire as institutions commissioner.

POST 2/20/30

CITY WILL CLEAN ITS BUILDINGS

Preparing Boston for Big Influx of Visitors

To make the city attractive for the 10,000,000 visitors who are expected to come here for the tercentenary celebration, Mayor Curley last night ordered the cleaning of the granite blocks of City Hall and other public buildings and appealed to the business and home-owning interests to clean up and paint up their property.

START MARCH 15

So that the city forces may be able to cope with the municipal clean-up campaign, which will start March 15, the Mayor requested Public Works Commissioner Joseph A. Rourke to appoint 125 additional permanent laborers in the sanitary service, providing worthy relief for some of the unemployed.

In his appeal to private interests to co-operate in the campaign, the Mayor stated: "Indications are that the greatest home-coming ever witnessed in the history of our city will take place during this Tercentenary year of the founding of Boston. More than 500 organizations have arranged to convene here and it is estimated by the State Tercentenary committee that visitors to the number of 10,000,000 will spend some time in Massachusetts during the year. "A worthwhile contribution to this work is possible if the owners of realty located in Boston will sand-blast their properties or otherwise clean up and paint their buildings. If this work is done, it will serve a doubly useful purpose in that it will not only make the appearance of the city more attractive to our visitors, but will materially reduce the ranks of the unemployed."

Orders from Chairman Elliot H. Goodwin of the State Civil Service Commission, for the discharge from the city service of 102 temporary laborers who have been working since last June, were carried out last night by Public Works Commissioner Joseph A. Rourke. The State commission ruled that regular men who had passed examinations and secured places on the civil service list were being deprived of work by temporary employees, practically holding permanent positions.

At the direction of Mayor Curley, Commissioner Rourke immediately applied to the State commission for 125 permanent laborers, who will be placed in the various divisions of the public works department for permanent work at \$5 a day.

FAVORS \$16 TAX LIMIT

Committee Turns Down Abolition Move

By a vote of 8 to 7, the committee on municipal finance yesterday turned down Mayor Curley's proposal for abolition of the Boston tax limit and went on record in favor of a bill for a \$16 tax limit for a period of three years.

TECH EXPERTS LOOK OVER CITY BOILERS

Find Long Island Hospital Equipment Inadequate

Replacement of five boilers installed at the Long Island Hospital power plant within 18 months, is expected to be the recommendation which will be made to Mayor Curley by Massachusetts Institute of Technology engineers, who made a thorough examination of the boilers yesterday.

The engineers are Maj. Albert S. Smith, superintendent of buildings and power, and Prof. Edward F. Miller of the mechanical engineering department.

It is understood that the experts believe that the boilers are not suited to the type of power plant at the hospital. There is no probability that the mayor will be advised to scrap the equipment which pulverizes the coal used in the plant.

Since June, 1928, more than \$175,000 has been expended for new equipment at the plant. Two of the boilers were disabled this month.

Acting Institutions Commissioner John J. Lydon yesterday made this statement:

"I have been assured that there is absolutely no danger of any serious trouble at the Long Island Hospital which should cause either the patients there or their relatives and friends to be at all apprehensive about their safety.

"The two boilers which are undergoing repairs will be available for service before the end of the week. I believe that there is a probability that it will be necessary to make certain changes in the power plant equipment."

It was said that the type of boiler which was installed is not considered to be suitable for the plant, and that all boilers will have to be replaced.

Although the vote was not publicly announced, it is understood that the committee divided on the question of abolishing the tax limit, as urged by the Mayor, and stood in favor of the \$16 limit as follows:

For the \$16 bill—Senators Osborne of Lynn, Keith of Brockton, Elder of Amherst, Wragg of Needham; Representatives Anderson of Boston, Halliwell of New Bedford, Kelley of Worcester and Higgins of Boston.

Against—Representatives Estabrook of Haverhill, Whidden of Brookline, Joy of Springfield, Snow of Westfield, Hamilton of Cambridge, Coakley of Chicopee and McMenimen of Cambridge.

The report of the committee may be filed today or tomorrow.

HERALD 2/20/30

100 PUBLIC WORKS EMPLOYEES TO GO

Will Be Replaced by Permanent Workers Under Board Ruling

By order of the civil service commission, more than 100 temporary employees of the public works department will be dropped immediately. They will be replaced by 125 additional permanent laborers who will be assigned to the sanitary service.

The laborers who will find themselves out of employment have been working steadily since June. The civil service commission, upon discovering that they have been retained for eight months as temporary employees, instructed Commissioner Joseph A. Rourke to terminate their service.

These men have not been working in the sanitary service but have been distributed among the various branches of the public works department.

COMMITTEE FAVORS TAX LIMIT OF \$16

Votes 8 to 7 for Bill to Be Filed Today—Debate Expected Monday

The legislative committee on municipal finance has voted, 8 to 7, in favor of a bill recommending a \$16 tax limit for the city of Boston for three years. The measure will be filed in the Legislature late today, read into the House tomorrow and debated Monday, according to present plans.

The form of bill is that recommended at last week's hearing by Senator Frank W. Osborne of Lynn and has the approval of the Boston chamber of commerce and the Real Estate Exchange.

Members of the committee who voted in favor of the bill are the four senators—Osborne of Lynn, Keith of Brockton, Elder of Springfield and Wragg of Needham—and Representative Anderson of Boston, E. J. Kelley of Worcester, Halliwell of New Bedford and Higgins of Boston. Voting against recommendation were Representatives Estabrook of Haverhill, Whidden of Brookline, Joy of Springfield, Snow of Westfield, Hamilton of Cambridge, Coakley of Chicopee and McMenimen of Cambridge.

BOILERS AT HOSPITAL MAY ALL BE JUNKED

Curley Awaits Experts'
Report on Condition

Tech Pair See New \$175,000 Bat-
tery in Operation at Long Island

It was learned unofficially yesterday that it may prove necessary to scrap the five boilers recently installed as part of the heating system at Long Island Hospital. The battery of boilers was installed at the hospital within the last 18 months at a cost of \$175,000.

Maj Albert F. Smith, superintendent of buildings and power at Massachusetts Institute of Technology, and Prof Edward F. Miller, also of Tech, spent yesterday at the island hospital making an examination of two of the five boilers which broke down during the last two weeks. It is expected that the Technology experts will report to the acting institutions commissioner by tonight and that their report will be in the hands of Mayor Curley tomorrow.

What the power and mechanical engineering experts learned on their visit to the island was not made known. It is believed that the boilers became disabled because mechanical "feeders" caused them to generate a heat of 2300 degrees, regarded as too great for the work required of the heating and power plant, and at the same time so great that it fused the metal of the boilers and resulted in oil bags forming.

Mayor Curley has been anxious for the complete safety of the 1200 patients and attendants quartered at the island ever since heat and light were curtailed because of the alleged unsafe condition of the two boilers. It is probable that he will not hesitate to order the boilers scrapped at once as soon as he receives the report of the power engineers. The two boilers that were put out of commission a few days ago are still under repair. It was expected that they would be ready for service yesterday after the Tech experts viewed them, but this was not the case, although it was said that they will be put into commission by the end of the week.

Acting Commissioner Lydon said last night that he had been assured that there is absolutely no danger of any serious trouble with the heating system at the island, and that there is no reason for relatives or friends of the patients to become apprehensive.

BOSTON TO DRESS UP FOR 300TH FESTIVAL

Mayor Curley Orders Streets and
Buildings Cleaned—Campaign
Seen as Aid to Jobless

To make the city more attractive for the tercentenary and the lot of the unemployed less burdensome, Mayor Curley yesterday announced that the Public Works Department is planning a cleanup campaign on all highways, starting March 15. At the same time he approved the request of Public Works Commissioner Joseph A. Rourke for the appointment of 125 permanent laborers in the Public Works Department.

Mayor Curley also instructed Supt of Public Buildings John P. Englert to have the exterior of City Hall either sand-blasted or washed with acid and to have the old State House and other public buildings throughout the city cleaned.

Mayor Curley said that indications are that the greatest homecoming in the history of the city will take place during this tercentenary year. He pointed out that more than 500 organizations have arranged to hold conventions here and that it is estimated by the tercentenary committee that visitors will number 10,000,000. In view of this, the Mayor believes that it is desirable that every effort be made to convey a favorable impression.

After outlining what the city is planning to do to dress up the public buildings for the tercentenary visitors, Mayor Curley said that a worth-while contribution to this work is possible if the owners of real estate in Boston will sandblast their properties or otherwise clean up or paint. Mayor Curley said that if this work is done it will serve a double useful purpose, not only making the appearance of the city more attractive to visitors, but materially reducing the ranks of the unemployed.

LAST TRIBUTE PAID MGR E. F. HURLEY

Funeral services were held in St Matthew's Church, Dorchester, yesterday morning for Rt Rev Mgr Edward F. Hurley, for the past four years pastor of that parish.

At 7 o'clock a mass for the children was celebrated by Rev Herbert K. A. Driscoll, curate. There were a number of prelates in attendance, headed by Bishop John B. Peterson and Rt Rev Mgr Richard V. Haberlin, vicar-general. Nearly 75 other priests from all sections of Greater Boston also attended.

At 10 o'clock a solemn high mass of requiem was celebrated by Rev Edward J. Fraher of St Thomas' Church of Peabody, while Rev Dr Francis X. Dolan, pastor of St Gregory's Church, Dorchester Lower Mills, was deacon and eulogist, and Rev Edward J. Burke of St Mary's Church, Cambridge, was sub-deacon. Rev Daniel Burke was master of ceremonies, Rev William Shaughnessey, thurifer, and Rev William Daley and Rev Edward Maguire, acolytes.

The musical portion of the service was by the priests' choir, with Rev Fr Lambert and Rev Joseph P. Murphy soloists. Mayor Curley and scores of other notables were present.

Immediately after the services, the body was sent to Portland, Me, where it lay in state last evening in St Dominic's Church in that city. This morning there will be another service in that church, celebrated by the Bishop of Portland, after which interment will be in the family lot in Calvary Cemetery, Portland.

HENRY E. LAWLER SURPRISED BY FRIENDS

Honoring Henry E. Lawler, who has been appointed by Mayor Curley an assistant corporation counsel for Boston, a group of friends, including several heads of city departments, gave him a surprise dinner and reception last night at the American House.

Mr Lawler, who is also the chairman of the Democratic City Committee, was presented a travelling bag. Another travelling bag was presented to Mrs Lawler, who was present. They also were the recipients of a silver service.

GLOBE 2/20/30 AM

WILL REPORT BILL RAISING TAX LIMIT

\$16 for Three Years Plan of Legislative Committee

Mayor Curley is not to receive from the Legislative Committee on Municipal Finance a favorable report on his pe-

tition for abolition of a tax limit for the city of Boston. The committee, however, is to report a measure which, it is understood, is not altogether displeasing to the Mayor.

It will provide a tax limit of \$16 for a period of three years, which is a more liberal policy than that established by previous Legislatures, which fixed it several dollars lower and for one-year periods. The committee has not taken a final vote on this, however, and when such is taken there are likely to be some dissenters.

A majority of the same committee

is in favor of giving the Boston Finance Commission an additional \$10,000 to do the work which Chairman Frank A. Goodwin of the commission says is necessary. The commission has had an annual appropriation of \$45,000. A bill which the committee has reported will make the amount \$55,000. Representatives Estabrook of Haverhill, Snow of Westfield and Coakley of Chicopee dissent.

200 CITY LABORERS ORDERED REPLACED

Temporary Group Dropped, at Civil Service Orders

About 200 temporary laborers who have been carried on the payroll of the Public Works Department of this city since last June will have to be replaced by permanent men, Civil Service Commissioner Elliot H. Goodwin yesterday notified Public Works Commissioner Joseph A. Rourke.

The men had been employed in all divisions of the department and will be immediately replaced by 125 permanent laborers in the sanitary division at \$5 a day. The laborers who were ordered dropped by the Civil Service Commission were hired under the Nichols administration.

WILL MEET MAYOR AND "L" TRUSTEES

Legislative Committee on Governor Sq Named

The Legislative Committee on Metropolitan Affairs voted yesterday to appoint a subcommittee of five to confer with Mayor Curley and the trustees of the Boston Elevated Railway in connection with two bills before the committee for the elimination of grade crossings at Governor sq by extension of the Boylston-st subway. The subcommittee will include Senator Warren of Arlington, Senate Chairman, and Representative Gilman of Boston, House chairman.

The committee voted to report reference to the next annual session on the petition of Jeremiah S. Connors that the Metropolitan District Commission be authorized to construct a new bridge over Charles River basin from Dartmouth st, Boston, to a point west of Kendall sq, Cambridge.

The committee voted to take favorable action on the petition of Representative Harold R. Duffie and Representative George A. Gilman that the Metropolitan District Commission be authorized to construct sidewalks along a portion of the West Roxbury Parkway.

Favorable action was voted on the bill of Representative Leo M. Birmingham of Brighton that the Metropolitan District Commission be authorized to construct a beach and bathhouse on the Charles River basin in the Faneuil and Brighton districts.

FIREBOAT 44 STARTS DUTY AS CITY'S POLICE CRAFT

Engine 44 of the Boston Fire Department, the largest in the fleet of fireboats, went on double duty yesterday when it was officially assigned to the Boston Police Department until the new police steamer is built and put in service.

The fireboat will make the daily police trips which were formerly made by the condemned police boat Guardian, and will respond to all multiple alarms of fire in the harbor and along the water front. The other fireboats will cover Engine 44 on first alarms.

Chief Daniel F. Sennott said that the crew of the fireboat will operate it and the police will simply be passengers. Deputy Chief Henry Power officially tendered the use of the boat to Capt Ross Perry of the Harbor Police yesterday, and the first police trip was made at 2 o'clock.

SCHOOL COMMITTEE AGAINST DILLAWAY HOUSE MEASURE

M. J. Downey, representing the School Committee, opposed at a hearing yesterday the bill of the Roxbury Historical Society whereby the Boston School Committee would be authorized to spend \$25,000 to preserve and maintain the Dillaway House in Roxbury, near during the siege of Boston by Gen Thomas. The house is on property owned by the School Committee.

Walter R. Meins of the Historical Society explained to the Legislative Committee on Municipal Finance that the structure is one of the oldest, if not the oldest, in Boston that has a direct connection with the days of the American Revolution. It was constructed, he said, between 1740 and 1760.

Mr Downey deemed the idea an improper use of school funds.

BOOT AND SHOE CLUB DINNER

Affair Becomes Tribute to United Shoe Corporation

The Boston Boot and Shoe Club turned its annual dinner at the Statler Hotel last night into a tribute to the United Shoe Machinery Corporation in recognition of the completion of the latter's new administration building at 140 Federal street.

Sidney W. Winslow, Jr., president of the United Shoe Machinery Corporation; Edwin P. Brown, chairman of the board; Albert W. Todd, general manager and 25 other representatives of the corporation were guests of the Boston Boot and Shoe Club and heard the romance of the United Shoe Machinery Corporation related by Alfred W. Donovan, president of the New England Shoe and Leather Association, as only a man who had seen it grow and blossom could tell it.

Other speakers were: Willis R. Fisher, chairman of the board of the Tanners' Council of America; Major Charles T. Cahill, who gave an illustrated talk on the origin and development of shoe machinery and Eugene C. Hultman, who represented Mayor Curley. In conveying the Mayor's congratulations to the United Shoe Machinery Corporation for what it had done for the city, he referred to the Mayor as the most progressive chief executive the city has had in his lifetime.

The club officers elected for the ensuing year are: President, Augustus H. Vogel, Jr., Pfister & Vogel Leather Co., Boston; first vice-president, M. P. Gaddis, the International Shoe Co., Boston; second vice-president, Everett T. Packard, Avon Sole Co., Avon; secretary, Thomas F. Anderson, Boston; treasurer, Frederic M. Haynes, Milton; associate secretary, Major Charles T. Cahill, United Shoe Machinery Corporation, Boston.

POST 2/20/30

REDS PLAN BIG TURNOUT TODAY

May March to State House
And City Hall—Imported
Communists Here

POLICE TO HALT ANY STRIKE OUTBREAK

Acting on tips that the communistic group of the striking cloakmakers planned to stage an unemployment demonstration and parade to the State House and City Hall this morning, the police last night took emergency measures to prevent any outbreak.

Both local and imported communists are said to be ready to participate in today's affair, the object of which is to arouse waning enthusiasm in the strike of the Needle Trade Workers' Industrial Union. An outbreak yesterday resulted in the arrest of eight girls and four men for obstructing a foot passage in Kneeland street.

Police Superintendent Crowley said last night that any attempt to start trouble, either at the Harrison avenue headquarters of the union, or at the State House or City Hall, would be promptly met today. Reserves will be at the downtown stations, ready to be called out at a moment's notice. From other sources it was learned that the police have been warned that red leaders are on their way to Boston from New York and Chicago to stir local workers into action.

TO CONFER WITH MAYOR AND ELEVATED BOARD

Senator Charles C. Warren of Arlington and Representative George Gilman of Boston yesterday were appointed members of a sub-committee of five to represent the legislative committee on metropolitan affairs in a conference with Mayor Curley and the board of trustees of the Boston Elevated in connection with two bills before the committee for the elimination of the crossing at Governor square and the extension of the Boylston street subway. The other three members were not named yesterday.

Reference to the next annual session was the committee's decision on the petition which would authorize the construction of a new bridge across the Charles river from Dartmouth street in Boston to a point near Kendall square in Cambridge. A favorable report was made by the committee on the bill of Representative Leo M. Birmingham of Brighton for the construction of a beach and bathhouse on the shore of Charles river in the Faneuil and Brighton district.

Campaign to Clean Up City for Tercentenary Begins March 15

Boston will launch a clean-up campaign March 15 to get ready for the influx of tercentenary visitors.

The public works department will start to clean the streets at that time and Mayor Curley has ordered the cleansing and brightening of the exteriors of City Hall and the Old State House, with the probability that other public buildings which need attention will receive it.

After pointing out yesterday that it has been estimated that 10,000,000 visitors will spend some time in Massachusetts this year, Mayor Curley said:

It is desirable that every effort be made to convey a favorable impression to those who come and in no more fitting way is this possible

than by making attractive the business houses and homes in Boston.

A worth-while contribution to this work is possible if the owners of realty located in Boston will sand blast their properties or otherwise clean up or paint up properties. If this work is done it will serve a doubly useful purpose in that it will not only make the appearance of the city more attractive to our visitors but will materially reduce the ranks of the unemployed.

Believing that the city should lead in work of this character I have instructed the superintendent of buildings to have the exterior of City Hall sand-blasted or cleaned in some other acceptable manner, and have the Old State House cleaned as well as to clean other public buildings throughout the city. The need of the hour is co-operation to make the city more attractive and to make the lot of the unemployed less burdensome.

A TERCENTENARY SUGGESTION

To the Editor of The Herald:

Plans for the tercentenary certainly reached the limit with the suggestion of removing all traces of the old-time saloon from our slums. Why worry about what visitors will see in our slums when our world-famous Copley square needs attention? Poor Orphan Annie Copley square, with a triangle in the centre! I passed through it each day last summer and I was ashamed of my native city. Parched grass, surrounded by parked automobiles—free fresh-air garage!

Must we wait until some one draws a perfect plan to remodel the entire square, and some one else gives the money to carry out the plan? Can't we do at least two very simple and inexpensive things before our guests begin to arrive? First, stop the parking of autos, and, second, fill the shabby old grass plot with bright and cheerful flowers. Maybe some one will donate a fountain. And then the thousands who come to Boston will take away the memory of Copley square as a bright, homey, well-kept spot, and perhaps they won't even notice the sad looking hotel that lost its roof.

ETHEL LOUISE JACKSON.
Brookline, Feb. 16.

RECORD 2/20/30 'DOLLING UP' OF HUB FOR FETE IS UNDER WAY

A city-wide clean up campaign in preparation for the host of visitors expected for the Tercentenary celebration was started last night with the announcement that 125 permanent laborers for this work had been appointed to the Public Works Department.

These men, who replace 100 temporary laborers who have been discharged by order of the Civil Service Commission to make room for permanent workers, will be put to work in cleaning highways and aiding in making the city as attractive as possible.

One hundred and twenty-five more men are to be called for by Commissioner of Public Works Joseph A. Rourke for the sanitary division of his department, while a total of 700 men will be put to work in public works, metropolitan district and conservation departments.

In connection with the clean up, the Old State House and City Hall will be sandblasted, while every effort will be made to keep the city as attractive as possible.

TRAVELER 2/19/30

Woman Runs Speakeasy in City-Owned Building

Fined \$1000 After Asst. U. S. Atty. Stone Tells of Flagrant Violations Beside East Boston Police Station

Charged with maintaining a common nuisance and selling liquor in a drug store located next door to the Meridian street police station in East Boston, in a building owned by the city of Boston, Mrs. Agnes Mondello of South Boston today was fined \$1000 in the federal court here.

JAIL TERM SUSPENDED

In addition the woman, who is 31, was given a suspended sentence of one year and one day in jail and placed on probation for one year. She was prosecuted by Asst.-U.-S.-Atty. Elihu D. Stone, who characterized her violations as flagrant.

The drug store was raided by federal agents, the court was informed, while on numerous occasions agents bought drinks or bottles of liquor there. Atty. Stone told Judge James M. Morton, Jr., that the woman is a tenant of the city of Boston, which owns the building in which her store is located.

He said he had written Mayor Curley asking him to take action in the matter, and that he had been assured that an eviction notice had been or would be issued against Mrs. Mondello.

An indictment charged Mrs. Mondello with the sale and possession of liquor, and with maintaining a common liquor nuisance. She pleaded guilty to all counts and was fined \$500 on the sale and possession charge and another \$500 on the nuisance charge. She produced \$500 in cash, but asked for an extension of time to pay the balance. It was granted.

SONS OF ITALY

BALL TO BE FEB. 27

The fourth annual charity ball of the Grand lodge of Massachusetts, Order of Sons of Italy in America, will be held Thursday evening, Feb. 27, in the Imperial ballroom of the Statler Hotel. Gov. Allen, Mayor Curley and Pio Margotti, general Italian consul for the New England states, are among the large list of invited guests.

The ball is held each year to raise funds to assist needy people of Italian extraction throughout the state. Members of the executive committee in charge are Thomas Ntile, chairman; Louis N. Salvatore, secretary; Angelo Bizzozzero, treasurer; Michael C. Belusci, interpreter in East Boston court; F. N. Ciccone, Joseph Magaldi, Mrs. Anna Scricco, J. B. Silverio and Alexander Drinkwater.

TRANSCRIPT 2/19/30

Committee "Stingy," Fitzgerald Charges

State "Needs New Governor," Says Former Mayor at Band Concert Hearing

Former Mayor John F. Fitzgerald, appearing before the House Ways and Means Committee at the State House today, accused the members thereof of being "stingy" and declared that he wished to go on record as a citizen against that policy. Mr. Fitzgerald's outburst came during his support of a measure to provide for band concerts during the current year, in places under the control of the Metropolitan District Commission. In the course of an exchange with members of the committee he incidentally remarked that the State "needs a new governor" and that he proposes to "take the job."

The former mayor said the textile industry of the State is in bad shape and that the Massachusetts Industrial Commission has done nothing about it because the commission had not been given enough money by the Legislature.

Representative William A. Jones of Nantucket, chairman of the committee, said the principal thing the industrial commission did was to spend \$7500 for a secretary. Representative George E. Briggs, also a member of the committee, said the commission was given enough money to start its job "but all it had done is to investigate the onion crop of the Connecticut valley."

"Well," said Mr. Fitzgerald, "what is needed is a new governor and I propose to take the job."

Reverting to the band concert measure, Mr. Fitzgerald urged its passage as "something at least" contributing to the celebration of the Tercentenary. He declared that the Nichols administration had abandoned any effort towards the celebration and that the State had likewise been lax. He said also that some Government officials had even gone so far as to suggest that the celebration be deferred until next year.

Letters to the Editor

FOR A GREATER BOSTON

To the Editor of the Transcript:

The recent formation of the Federation of Metropolitan Cities and Towns is an indication that they are opposed to a union with Boston. That is unfortunate, but not unexpected by those who have followed the agitation for a greater Boston through many past years.

Perhaps, however, Mayor Murphy of Somerville, the president of the Federation, who has called attention to injustices suffered by cities and towns in consequence of legislation relative to improvements within the metropolitan area which imposed heavy assessments upon cities and towns when they received no real benefit, might consider a union which would tend to prevent such injustices.

Would it not be for the benefit of the Federation to join Boston in a petition to the present session of the Legislature for the passage of a resolve providing that the Metropolitan District shall be called Boston, and for a commission to consider and report to the next Legislature a limited plan of union of the cities and towns in the Metropolitan District without impairment of their present forms of government?

By the passage of such a resolve at this legislative session Boston, under the new United States Census, would rank fourth in size in the country, to the advantage of all such cities and towns.

Before the commission so selected completes its study of the problem it will have before it the report of Mayor Curley's committee for its information. That committee will undoubtedly find that the London County Council, or borough system of government, will no more fit our peculiar metropolitan condition than it did the area which made up greater New York in 1898. In the words of a popular song of a generation ago "It's English, you know—quite English."

However that may be, it would be heartening if the mayor's committee, through its chairman, Professor Beale, would bring to this country a few "Scot and Yards" and pass them out to some American cities, including Boston and not forgetting Chicago. In crime prevention, detection and conviction, England leads the world. With great profit we might copy her in this respect. When the criminally minded know that conviction will quickly and surely follow law violation, then crime will decrease in our nation, thus saving a part of the billions that organized crime annually costs the people. The result will be crime prevention.

This is of far greater importance from a monetary standpoint alone, than the establishment of greater cities, which seems to add to the difficulties of crime prevention and conviction.

J. F. KELLY

Boston, Feb. 18.

Will Confer Upon Governor Square

The legislative Committee on Metropolitan Affairs today voted to appoint a sub-committee of five to confer with Mayor Curley and the trustees of the Elevated road with relation to the two bills before the committee looking to the elimination of the grade crossing at Governor Square.

AMERICAN 2/19/30

SLOW DOWN, CALM DOWN, CLUBWOMEN URGED

THE hectic participation of women in affairs of community, state, nation and the world should be retarded.

The time has come when women should slow down a bit, and reclaim the "twilight hour" of their mothers—that brief hour which gave women a chance to sit down and think, to "introspect," get out of the comforting darkness, peace, quiet and inspiration.

This was the message of Mrs. Grace Morrison Poole, first vice-president of the General Federation of Women's Clubs, to the members of the Professional Women's Club at their monthly luncheon-meeting at the Hotel Statler.

It is true that women have helped cure the ills of the world, Mrs. Poole pointed out, but in their eagerness and anxiety to take up the reins of service as to include international phases, they have somewhat neglected that "twilight hour" which is so good for the soul.

GOOD TO MEDITATE

"The twilight hour is gone completely. We need it so. We need to do as mother did some years ago after a hard day's work—sit down by the window in the hour between daylight and dusk and there in the shadows think," Mrs. Poole stated. "If you are like me, and I know clubwomen must do it, you are at that twilight hour rushing into the subway, getting into a trolley, hanging onto crowded straps to get home in time to get hubby a supper.

"There is no twilight hour. It would do us good to sit down and think. Let's begin to do it now. We have gone far enough and our horizon is as broad as it should be. Let us now return to the consolation which comes from within.

"That cultivation which comes from the outside alone is not the best there is in life. It can not give us all of life. We must have that twilight hour. I give you the problem. I don't know how to solve it. But you think about it. Women's horizon has grown infinitely large.

"Clubdom started on a foundation of self-culture. That was what women organized clubs for. To acquire that cultivation for self which comes from without. After they enjoyed self-culture, they looked out into the community and added that service to their programs. And then after self-cultivation and community they looked into the state and added that; and then came the nation and now the world."

Mrs. Poole brought the greetings of the General Federation to the club, a member of the national organization.

FITZGERALD SPEAKS

Mrs. Mabel Mann Jordan, president of the Professional Women's Club, presided over the luncheon-meeting, calling upon a number of distinguished guests for brief greetings.

Mayor Curley, who was to be present and address the large gathering, was represented by ex-Mayor John F. Fitzgerald, who true to tradition, sang "Sweet Adeline."

The former executive of the city pleaded for keener and more comprehensive interest in the approaching Tercentenary celebration for Massachusetts. He deplored the lack of interest shown by those of "older blood."

He urged the Professional Women's Club to volunteer services for tableaux and pageants to be presented on Boston Common during the celebration. The decided lack of interest, he said, has retarded plans and preparations to such an extent as to warrant a remark recently at the State House, that the celebration be postponed until 1931.

\$16 TAX LIMIT FOR CITY URGED

A \$16 tax limit for the city of Boston, which is \$3.25 more than last year's figure and \$1 more than the highest figure suggested by Mayor Curley, will be urged by the legislative committee on municipal finance in its report to the Legislature.

The decision of the committee is in accord with the sentiment expressed by Senator Frank W. Osborne, chairman of the joint committee, that the Legislature is not acquainted with the budget needs of the city of Boston and that a maximum limit, providing a leeway for the mayor, should be set, rather than a sum that would limit him to an amount less than that expressed by the mayor as necessary.

The action of the committee in co-operating so liberally with the mayor is a wide departure from its attitude of previous years and provides a situation similar to that which prevailed from 1885 to 1915 when an elastic tax limit prevailed.

TRANSCRIPT 2/19/30

Meeting the Mayor

The conference which the State Civil Service Commission held yesterday with Mayor Curley was much more important than the press has yet made it appear. The meeting was not merely the first of its kind since Mr. Curley resumed office, as the casual news-statements would indicate. It was the first of its kind ever held, so far as long memory runs. The Civil Service Commission has not in the past made it a practice thus to consult with the mayor of Boston regarding important appointments, or, indeed, regarding any appointments. Yet what a sensible idea it is, that the elected chief executive of a large city should at least have an opportunity to sit down face to face with a board having the responsibility and power to approve or reject his choices of men whom he has selected to serve the city under his administration! It would seem that the opportunity of such consultation is vital not only for the sake of avoiding many needless misunderstandings, but also for that fair and frank exchange of reasons, and give-and-take of counsel, which is of the essence not only of normal American government but also of normal American life.

All such reports as have reached us regarding yesterday's consultation indicate that all parties present found it in fact just as helpful and desirable as in theory it is commendable. The ensuing ratification of Joseph A. Rourke as the city's commissioner of public works, together with the confirmation of two other of the mayor's recent appointees, gives public evidence of the progress so made. The chairman of the Civil Service Commission, Elliot H. Goodwin, has shown excellent judgment, we think, in setting this new precedent of consultation, and we trust it will be maintained, with still further benefits following, as indeed we understand that the commission intends.

AMERICAN 2/19/30

Sasserno Addresses Professional Women

"Disarmament for the World or Imperialism for the United States" was the topic of a talk by Henry A. Sasserno before the Professional Women's Club today at the monthly luncheon at the Hotel Statler.

Among the invited guests were Mayor James M. Curley, Mrs. Grace Morrison Poole, vice-president of the General Federation of Women's Clubs; Rear-Admiral Philip Andrews, Mrs. Philip Andrews, Mrs. Eva Whiting White, president of the Women's Educational and Industrial Union; Frank Palmer Speare, president of Northeastern University; Mrs. Frank Palmer Speare, and Mrs. Nancy Byrd Turner, poetess. Mrs. Mabel Mann Jordan, president of the club, presided.

G-1013E 2/19/30 PM

TRAVELER 2/19/30

SERVICES FOR MGR HURLEY

Dorchester in Tender Tribute Today

Funeral services were held in St Matthew's Church, Stanton st, Dorchester, this morning for Rt Rev Mgr Edward F. Hurley, for the past four years pastor of that parish. The whole community mourned his passing, and throngs stood at his bier.

The marts of trade were hushed during the funeral service in the vicinity of the church, while the clergy and people from all sections, irrespective of creed, gathered at the edifice.

It was a tender tribute to the zealous pastor. St Matthew's parish was not the populated parish of today when the monsignor was transferred from St Phillip's in the South End to take charge of it, originally coming here from the Portland, Me, Diocese, where he was Vicar General. Within his administration the parish grew until today it is flourishing with a handsome convent, rectory and school building, monuments to his labors.

Every man, woman and child in that section of Dorchester knew Mgr Hurley. He was in close touch with everything that went on in the parish up to the day of his sudden death. It was this close relationship, his radiant sense of the peace about him, his fine sense of consideration for others and a soul overflowing with genuine sympathy, as Rev Fr Dolan, the eulogist, expressed it in his brief but beautiful tribute, that commanded the unstinted love of all who had the good fortune to know him.

This was shown at the funeral rites. So eager was the crowd to enter the church that the ushers and three sergeants and a detail of 20 patrolmen, under command of Sergt Patrick Flaherty of Station 19, had to form a line.

The body of the prelate had been lying in state from 4 o'clock yesterday afternoon, during which time the parishioners and thousands of others visited the edifice.

At 7 o'clock this morning a mass for the children was celebrated by Rev Herbert K. A. Driscoll, who was a faithful curate to the dead pastor and who was with him when he breathed his last Sunday afternoon.

Prelates Present

The church paid every possible tribute to the memory of the departed priest. There were a number of prelates in attendance, headed by Bishop John B. Peterson and Rt Rev Mgr Richard V. Haberlin, Vicar General, and pastor of St Peter's Church of Meeting House Hill, Dorchester, and nearly 75 other priests from all sections of Greater Boston.

At 10 o'clock the solemn funeral mass was celebrated by Rev Edward J. Fraher of St Thomas' Church of Peabody, while Rev Francis X. Dolan, DD, pastor of St Gregory's Church of Dorchester Lower Mills, was deacon and Rev Edward J. Burke of St Mary's Church of Cambridge, subdeacon. Rev Daniel Burke was master of ceremonies, Rev William Shaughnessey, thurifer and Rev William Daley and Rev Edward Maguire, acolytes.

Rev Fr Dolan, in his eulogy, spoke of the priestly career of Mgr Hurley,

or his zealous and earnest work, his simplicity. "To the casual observer, he was a fine, stately figure," said Fr Dolan, "but beneath this figure were those simple and beautiful traits of character, gentleness and Christian hospitality, and laboring constantly for the greater honor and glory of God and for the spiritual and material comfort of those entrusted to his care.

"You knew him, my dear parishioners, as your pastor, as your spiritual father. We knew him as one laboring in the vineyard of Almighty God with us. His one wish for you, I know, would be that you keep his memory green, that you remember him in your prayers. He was a good citizen, a good priest, whose every thought, word and deed was for the upbuilding in human hearts a love for God and man."

Mayor Curley Present

Mayor James M. Curley occupied a seat on the center aisle, accompanied by several friends and other men prominent in the civic life of the community were among the throng of men, women and children, including delegations from the various societies in the parish.

The members of the Holy Name Society and the Lexington Catholic Club acted as honorary bearers, assisted by a delegation from the L. C. B. A. of the parish and married and single women's sodalities.

The bearers were Dr Simon F. Curran, Thomas F. O'Brien, Gerald Coughlin, Nicholas Powers, William Hardy, John Concannon, William Barry, David Barron and John Sexton, representing St Vincent de Paul Society of the parish.

Immediately after the services the body was taken to the North Station and will be sent to Portland, Me, where it will lie in state in St Dominic's Church in Portland this evening.

Toworrow morning there will be another service in that church, celebrated by the bishop of Portland, Me, after which interment will be in the family lot in Calvary Cemetery, Portland, Me.

WARD 8 TAMMANY CLUB BALL FRIDAY

The 29th annual ball and powwow of the Ward Eight Tammany Club of Roxbury will be held Friday night at the Elks' ballroom, Elks' Hotel.



DANIEL J. GILLEN

The affair will be in the nature of a victory reception to the founder of the organization, Mayor James M. Curley.

The feature will be the grand march, which will be led by the Mayor. Many of the members of the organization will appear in military uniform. It is expected that there will be 200 couples in line. There will be both modern and old-time dancing. Daniel J. Gillen is president of the club.

CONFIRMED FOR HUB PARK BOARD

Haffenreffer Undertakes Work in Which He Has Long Had Interest

Theodore C. Haffenreffer, confirmed by the civil service commission as a member of the Boston park commission, undertakes a work in which he has long been interested. Like a number of other Boston business men, Haffenreffer is a gentleman farmer.

He owns a model farm of 1000 acres close to that of former Gov. Fuller's at Rye, N. H., and during the summer months he spends as much time at the farm as he can spare from his business. His knowledge of arboriculture will make much of the work of the park commission very familiar to him.

Haffenreffer is head of Haffenreffer & Co., which, with its subsidiaries, forms one of the leading brewing businesses in the country. He is one of the brewers who successfully continued in the business of making malt and hop beverages.

LAMARTINE STREET NAME TO STAND

Commission Changes Congress Square to Quaker Lane

The street commission refused today to change to Whittier road the part of Lamartine street, West Roxbury, between Green and Boylston streets. The decision was made at the conclusion of a hearing during which the old-time residents of Lamartine street, who confessed their love of the name, vastly outnumbered petitioners who wanted a section of the street designated as Whittier road.

The commission changed Congress square to Quaker lane on petition of the Society of Friends and declined to make Ogden street, Dorchester, Wilmington avenue.

Miss Alice Bentley of Gloucester, who purchased property at 304 Lamartine street, which she has not been able to rent successfully and which she is unwilling to sell, headed the petitioners for the change from Lamartine street to Whittier road. Her argument was that people refuse to live on the street because of its reputation, and she set forth that young people are sometimes told that they live in "that dump" when they admit that they are residents of Lamartine street.

Rourke Orders Full Steam Ahead



Boston's New Chief of Public Works

Former Incumbent of the Office, Finally Confirmed by the Civil Service Commission, Has Already Started on Program for Expenditure of Millions During Curley Administration

THOUGH the delay attending the process of his confirmation by the Civil Service Commission has been regarded as somewhat serious, Joseph A. Rourke, Boston's new commissioner of public works, started at nine o'clock this morning to make up for lost time, especially on street work which requires so much preliminary consideration before bids are invited from contractors. Mr. Rourke will have charge of public improvements totalling many millions of dollars during the next four years.

The new incumbent, who succeeds James H. Sullivan, recently retired, was not only the first appointee of Mayor Curley to the public works leadership in 1922, but this year as well. He is a graduate of Worcester Polytechnic Institute. From 1901 to 1918 he was employed in the street and public works departments, serving as head of the high pressure service from 1915 to 1918. During the war he was commissioned captain in the construction division of the Army. He is a member of the Boston Society of Civil Engineers.

Mr. Rourke is a hard worker, strong in discipline and exacting in his demands upon the department. Contractors know that he will insist upon the strict fulfillment of every contract, and the public knows of his great power of accomplishment.

So far as known no changes are contemplated in the Public Works Department which has supervision over the water, lighting, bridge and ferry, paving, sanitary, street cleaning and sewer divisions. As the largest department of the city, outside that of schools, there are 3100 persons on the payroll.

The two other appointees of the mayor who were confirmed by the Civil Service Commission yesterday, Theodore C. Haf-

fenreffer and John J. Martin for the Park Commission, are receiving the congratulations of a wide circle of friends. Mr. Martin is away for a week or ten days and therefore will not qualify for the post until he returns. Mr. Haffenreffer will immediately assume the duties of the office.

No salary is attached to these positions, the only salaried park commissioner being Chairman William P. Long, who has spent practically his entire life there, winning his way to the top by his thorough knowledge of the work in all branches and his executive capacity. During the Nichols administration Mr. Long had the assistance of Charles H. Innes, associate member of the board, and of Charles P. Norton, acting commissioner. For most of the administration there was no deputy commissioner to aid him in the executive work, made all the more exacting by Mr. Long's commission as head of the East Boston Airport.

Messrs. Haffenreffer and Martin are enthusiastic lovers of arboriculture and care of lands, golfing and outdoor sports generally. The former is the owner of a 1000-acre estate at Rye, N. H., close to that of Governor Fuller. He was one of seven children of Rudolf and Catherine D. Haffenreffer, pioneer settlers in the Jamaica Plain German colony, and now operates the large brewery business started by his father. Born in Jamaica Plain in 1880, Mr. Haffenreffer attended Chauncy Hall School and the Allen School of West Newton, and after study



John J. Martin

in a business college entered business with his father.

Mr. Martin is president of the Exchange Trust Company and is well known in many other activities. He has never aspired to a political career, but belongs to many organizations.

AMERICAN 2/19/30

CURLEY FAVORS RAISING COMPULSORY SCHOOL AGE

MAYOR BACKS SCHOOL AGE MEASURE

Scores Industries That Require "Sweat of Children" to Carry on Business

Any industry that requires the sweat of children to insure its output is not worthy of the Commonwealth of Massachusetts.

This was the opinion of Mayor Curley, as voiced today by ex-Senator Thomas H. Bilodeau at a State House hearing on the bill to raise the compulsory school attendance from 14 to 15 years.

The bill embodies the recommendations contained in the report of the special commission appointed to study the question of increasing the educational requirements of the commonwealth by advancing the compulsory attendance age.

Ex-Senator Bilodeau appeared for the Mayor after several speakers had referred to the opposition against the proposal met with in certain industrial sections where business was at a low ebb.

"The Mayor has directed me to record him in favor of this bill," said Bilodeau. "He believes that increasing the educational requirements at this time will not affect industry. The Mayor believes that any industry which requires the sweat of children for its continuance is not worthy of the Commonwealth of Massachusetts."

More than 200 persons, men and women teachers, crowded the committee room for the hearing, many of them prepared to speak for or against the proposed measures.

NEED HIGHER TYPES.

Senator J. Bradford Davis of Haverhill, chairman of the special commission, first to speak in support of his report, outlined the history of the efforts made to obtain legislation raising the school age limit to 15 years.

He said that "industry today realizes it must have a higher type of boys and girls, and young men and women, who are better trained and, therefore, more efficient."

Senator Davis asserted that neither the textile, nor its allied industries, would be greatly affected by passage of the proposed legislation. He added that the report in no sense reflected pride of authorship by the commission, but a sincere effort to bring about improvement in education facilities for the youth of the Commonwealth.

John F. Scully, legislative counsel of the Superintendents' Association, held that four hours of continuation school work each week was not sufficient for children between the ages of 10 and 15, and he strongly supported the amendment to substitute 10 hours in the bill.

Boston Landlords

Theirs the Responsibility If Water Is Shut Off on March 15th
Because of UNPAID WATER BILLS

MAYOR CURLEY thinks one explanation for the more than \$600,000 which is owed to the city for water is that city officials have been "fearful of public criticism."

The mayor is probably right.

Take from even 100 tenement houses the water supply of as many families, with all the attendant suffering such a step would mean to the ill and the aged, the baby and grandma, and you invite newspaper stories and photographs of a sort NOT likely to give the responsible official pleasant dreams.

Yet the fact remains that all this money is and for a long time has been due to the City of Boston.

And that those who hold it are landlords, the owners of property.

SOME of these landlords, Mr. Curley intimates, hold the water money because of their belief that public officials do not DARE to bother them, for reasons indicated above.

If the Mayor holds to his present purpose, these gentlemen are about to be awakened.

Mr. Curley has instructed the Commissioner of Public Works that if water bills long overdue have not been paid on a specified date the Commissioner must SHUT OFF THE WATER.

The designated day is March 15th.

A month in advance of no-more-water day the Mayor calls public attention to the fact that the responsibility will not be his, or that of any other official, but of the property owner.

Mr. Curley also points out that, under the provisions of Chapter 555 of the Acts of 1920, THE OWNER OF A BUILDING WHO FAILS TO FURNISH WATER TO A TENANT IS LIABLE TO A FINE OF \$100; OR IMPRISONMENT FOR NOT MORE THAN 6 MONTHS.

The city's troubles in collecting these water bills will be ended forever, in our opinion, when the first covetous or recalcitrant landlord is locked up for 6 months.

Casey Would Have Mayor Boss Shows

Giving the Mayor of Boston complete authority over theatrical exhibitions in Boston was advocated at a legislative committee hearing today by License Commissioner James M. Casey.

He would abolish the law authorizing the mayor, police commissioner and chief justice of the municipal court to act as a censoring board over plays and exhibitions. Neither of the last two, he said, want the job, and there is no reason why the mayor could not handle the situation alone.

Casey's views came to light while opposing a bill, on petition of Prof. Zechariah Chafee, Jr., of Harvard, to require the present board to hold public hearings and assign a reason in writing before barring exhibitions, shows or amusements.

John S. Codman, Boston, introduced Reuben L. Lourie, executive secretary of the Civil Liberties Committee of Massachusetts.

Lourie stated that the proposed change is sought because of the action of former Mayor Nichols in

excluding from a Boston theater the play called "Strange Interlude," later produced in Quincy.

He said the supporters of the bill felt that there should be an opportunity for theatergoers to present their views at a public hearing. The "Strange Interlude," he declared, was a good play and winner of the Pulitzer prize for its educational value and its tendency to raise the moral standard.

Casey registered the opposition of Mayor Curley to the bill. He said that former Mayor Nichols did not refuse a license for the play, but had told the management that it must be responsible for consequences. He said it refused to take responsibility.

He said he had talked with Mayor Curley and that the mayor was in agreement with the position taken by former Mayor Nichols on the play mentioned.

Prof. Chafee contended that the placing of such powers, extensive as the powers of a court, in the hands of the board, was a necessary evil.

TRANSCRIPT 2/20/30

A Job for Our Congressmen

Mayor Curley has handed the Massachusetts delegation in Congress an assignment it should welcome, and through the performance of which it may bring needed improvement to the steamship service of the port of Boston. The mayor has written the delegation, and Chairman Wallace H. White of the Committee of Merchant Marine and Fisheries, a letter in which he bespeaks their co-operation in securing action upon the bid of the United States Lines, Inc., for the purchase of the American France and the American Diamond lines, now operated for the Shipping Board by agents. The matter is of direct local concern, as the mayor points out, because the contract of sale expressly stipulates the establishment of direct service between Boston and European ports.

It was almost exactly a year ago that the United States Lines put in its bid for those properties, under a specific guarantee that the lines would be allocated to the highest bidder. It was part of the understanding also, whether incorporated in the terms or not, that contracts for carrying the mails should follow the transfer. Since that time no action whatever has resulted, notwithstanding the willingness of the Shipping Board to go through with the deal. The hitch has come in Congress, where an attempt has been made to pass legislation requiring that preference among bidders should be given to operators; a procedure which would circumvent the present law and nullify the legitimate advantage of the United States Lines bid, which was \$1,100,000 higher than that of any other bidder. Meantime the two lines sought have been receiving \$500,000 each

for carrying the mails, with the Government obligated to make up any deficit in the operation of the ships, and the United States Lines has received nothing.

A little research, perhaps by the Caraway committee, would reveal in this situation an adventure in lobbying which might delight the souls of the most rabid sensationalists, if they are not already satiated; for the American France Line is represented in Washington by no less a personage than C. Bascom Slemph of Virginia, once secretary to President Coolidge, while the interests of the American Diamond have been entrusted to the redoubtable Colonel William J. Donovan, former Assistant Attorney General. This revelation, if anyone cared to undertake it, would be thrown into sharp relief by the discovery that D. W. Chapman, principal owner of the United States Lines, has persistently refused to employ a lobbyist in Washington, although repeatedly urged to do so because of the opposition, and has as often declared that if he could not do business with the Government man-fashion, he would not do it at all. Incidentally, the situation here described explains why the United States Lines has been unable to establish transatlantic service out of the port of Boston, and perhaps out of Portland, as had been promised when the company submitted its bid for the two other lines.

The service requested by Mayor Curley of the Massachusetts delegation is one of genuine importance not only to the port of Boston but to all New England, which is now obliged to go to New York to board a transatlantic vessel or to accept such limited service as may be provided by lines competing with the all-American line at their pleasure.

OPPOSE NAMING OF ARTERY

Unexpected and spirited opposition to the changing of the name of the Southern artery to James A. Gallivan boulevard developed today at a hearing before the street commissioners.

The opponents, who were outnumbered 32-13 on a poll taken by the commissioners, advanced a host of reasons why the street board should refuse to authorize the change, chief among them being the claimed expense and inconvenience to business men and residents and the claimed unfitness of such a tribute.

The proponents, rising to the occasion, eulogized the former congressman from South Boston as a statesman and scholar without a peer, a man who in life had always inconvenienced himself for others and who was as deserving of such a tribute as Washington and Franklin, for whom streets in Boston are named. The latter argument had also the effect of answering the proponents' claim that the change of name suggested would be an inappropriate gesture.

The war veterans, through their various organizations for which Congressman Gallivan had been an indefatigable worker, stood solidly behind the petition of City Councilman Michael J. Mahoney and the council order favoring the change.

Telegrams paying tribute to Gallivan's memory and favoring the change were sent to the hearing from Washington by Nicholas Longworth, Republican leader in the House, John W. Garner, minority leader, and Congressman John W. McCormack.

Island May Need New Boiler Plant

Mayor Curley will receive late today or tomorrow a report by the Institute of Technology engineers who were asked to make an examination of the boilers at the Long Island Hospital, installed within the last eighteen months at a cost of \$175,000. Two of the boilers have been out of service as the result of the discovery of oil pockets, perhaps due to the generation of too much heat by mechanical feeders. City Hall expects the experts to recommend the scrapping of the entire equipment.

Would Curtail Censorship by License Board

Prof. Zechariah Chafee, Jr.,
and Others Favor Public
Hearings on Banned Plays

Abolish Secrecy

City Censor Casey, Represent-
ing Mayor Curley, Opposes
Proposed Change

A bill to limit the powers of censorship of the Boston theatrical licensing board, introduced as a result of the banning of Eugene O'Neill's "Strange Interlude," by City Censor John M. Casey, acting under orders from former Mayor Malcolm E. Nichols, was heard today by the legislative Committee on Cities. Professor Zechariah Chafee, Jr., of Harvard Law School faculty, the sponsor of the bill, and a number of others, including John S. Codman of the Civil Liberties Committee of Massachusetts, appeared in favor of the measure, while the only opposition came from representatives of the Boston city Government.

The legislation desired by Professor Chafee would amend the existing law so that the license of no Boston theater could be suspended except after a public hearing by the licensing board, with reasons for such suspension given in writing by the board. It would stipulate also that any license thus suspended would not remain under the ban for a longer period than that during which the objectionable show remained in town.

The theatrical licensing board, Professor Chafee said, controls the welfare of the theater and has as much power over the intellectual life of the community as a court. If public hearings were made a compulsory part of any proceedings taken by it against a theater or a play before the theater's license could be suspended, the playhouse would be protected by the safeguard of publicity and the present secret methods of the board would be abolished. He said that if the members of the licensing board were forced to give their reasons in writing for voting to suspend a theater's license, the board would act with more deliberation than it has in the past. A requirement such as he proposes, Professor Chafee declared, would do away with the "rubber stamp" system under which the power of censorship has been actually vested in the mayor, and would mean actual participation in such decisions by all members of the board.

Nichols's Attitude

Reuben L. Lurie of Boston, a member of the executive committee of the Civil Liberties Committee of Massachusetts, said that after the banning of "Strange

Interlude" here, there were many persons who thought the play a particularly good one, but that just because Mayor Nichols was of a different mind, the play had to be moved to Quincy. There should be opportunity, he said, for persons interested in plays to present their views at a public hearing, especially when plays such as "Strange Interlude" are involved.

When Mr. Lurie had finished, Senator James A. Torrey of Beverly asked those who wished to be recorded in favor of the measure to stand up. About a dozen persons arose.

John M. Casey, city censor, appeared to represent Mayor Curley in opposition. He spoke of the "Strange Interlude" case and said that Mayor Nichols had not refused a license for the play but told its supporters that they would have to assume full responsibility for its presentation. The manager of the theater, in consequence of this attitude on the part of the mayor, he said, then refused to present the play because he was afraid that the license of his house would be suspended as a result.

Mr. Casey said that if the proposal for public hearings is adopted, it will mean that shows can come to Boston, put on their performances and then get out of town before a hearing can be held. Thomas H. Blodreau, legislative counsel of the city of Boston, also appeared in opposition, saying the proposal is of small significance and affects so few persons that it does not deserve the consideration of the committee.

TRAVELER 2/20/30 CENSORSHIP OF PLAYS ARGUED

Mayor Curley Opposes
Proposed Change in
Boston System

By DONALD R. WAUGH

A proposal to amend Boston's "rubber stamp" censorship system, which has made the city the butt of ridicule, was argued today before the legislative committee on cities.

At the public hearing the only opposition to the proposed bill came from representatives of the city of Boston.

The measure would amend the existing law so that no theatre license could be suspended except after a public hearing by the licensing board. If a suspension was then ordered, the reasons for the suspension would have to be given by the licensing board and the suspension would only hold while the banned show was being staged.

POWERFUL AS COURT

Prof. Zechariah Chafee, Jr., of the Harvard law school was the principal speaker in favor of the bill. He declared that the powers of the theatrical licensing board of Boston are as extensive as the powers of any court; the board controls the welfare of the theatre, and has great power over the intellectual life of the community.

He said that if public hearings were

required before licenses were suspended, theatres would be safeguarded by publicity, and the board's present methods of secrecy would be abolished.

If the board were forced to give its reason for a suspension it would act with greater deliberation, Chafee declared. The effect of the requirement would be to do away with the present "rubber stamp" system and would mean more active participation by members of the board in the decisions of the board.

NECESSARY EVIL

He contended that while a licensing board is "a necessary evil" its powers should not be too extensive. It should not have its present power to take away a theatre's license for an entire season.

John S. Codman of Boston recorded the Civil Liberties Committee of Massachusetts in favor of the bill and introduced Reuben L. Lurie of Boston, a member of the executive committee of the committee.

Lurie said the measure was introduced because of the banning of "Strange Interlude" in Boston last year. He said many who saw the play thought it good but Mayor Nichols didn't and the result was the local banning and the showing of the production in Quincy.

He supported Chafee's argument and went on to say that Boston had been ridiculed throughout the country because of the "Strange Interlude" incident.

MAYOR OPPOSES BILL

He pointed out that suppression of a play gives it increased publicity.

At the request of the committee, those in favor of the bill arose. There were 12 present.

John M. Casey, license commissioner for the city of Boston, voiced the opposition of Mayor Curley to the bill.

He discussed the "Strange Interlude" case saying that Mayor Nichols did not refuse a license to the play but told its backers they would have to assume the responsibility for it. The manager of the theatre refused to put the show on because he was afraid his license would be suspended.

Casey said the proposal for a public hearing would be impractical. It would mean, he said, that a show would come into the city, put on a performance and then be out of town again before a hearing could be held.

POSSIBLE SOLUTION

Thomas H. Blodreau, legislative counsel for the city of Boston, also opposed the measure. He said it is of minor importance, affects few people and is not worth the time of the committee.

He recorded Mayor Curley as saying that if any change is to be made in the present system the mayor should be given full authority to act as he sees fit.

OLD HANGAR AT AIRPORT TO GO

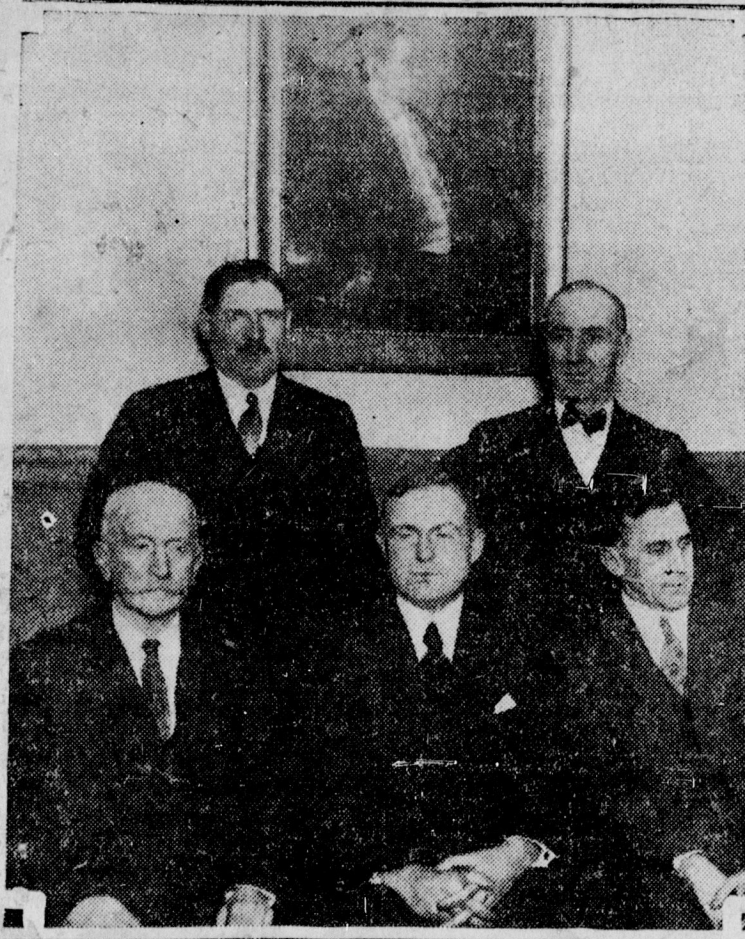
The old Boston Airport Corporation hangar is soon to be no more. Bids were opened today by the city for its demolition. The hangar, located in the middle of the East Boston airport, was constructed in 1927.

Because of its location fliers have constantly complained that it was a menace not only to them but the public. The city stipulates that the contractor must have it down within 30 days.

TRAVELER 2/20/30

GLOBE 2/20/30 PM

Tammany Club Marks Mayor Curley's Victory



Officers of the Ward 8 Tammany Club. Standing, left to right, James Burns and Thomas J. Walsh. Seated, left to right, James E. Norton, Asst. Dist. Atty. Daniel J. Gillen and Henry Drury.

Democratic Leaders of State and City Are Expected to Attend Annual Ball Tomorrow Night at Elks Hotel

Democratic leaders of the state and city have been invited to attend the 29th annual ball of the Ward 8 Tammany Club of Roxbury tomorrow night at the Elks Hotel.

More than 200 couples are expected to be in line for the grand march, led by Mayor Curley. The affair will be a victory celebration for Curley, who founded the organization.

The committee in charge comprises Asst.-Dist.-Atty. Daniel J. Gillen, president of the club; John J. Curley, chairman of the executive committee; James E. Norton, treasurer; Henry Drury, financial secretary; Thomas J. Walsh, recording secretary; James Burns, sergeant-at-arms, and Patrick J. Sullivan, secretary of the executive committee.

CENSORSHIP OF PLAYS ARGUED

Different Opinions on the "Interlude" Incident

The subject of play censorship in Boston was taken up by the Legislative Committee on Cities today, which had before it the petition of Prof Zechariah Chafee Jr of the Harvard Law School to amend the law relating to theatrical exhibitions in Boston. At present the Mayor, chief justice of the Municipal Court and the Police Commissioner determine by a majority vote whether any play that is questioned may be banned. The bill of Prof Chafee asks that before these three officials act a public hearing be given. The hearing developed a difference of opinion as to the circumstances of the "Strange Interlude" incident last Fall. That play, by the way, was the cause of the introduction of the bill, proponents admitted.

John S. Codman of Boston, of the executive committee of the Civil Liberties League of Massachusetts, opened briefly for the bill and requested that Prof Chafee, who was unable to attend until later, be heard by the committee when he arrived. This was agreed to by the committee chairman, Senator James A. Torrey of Beverly.

The names of several of those who support the bill, including Pres Mary E. Woolley of Mt Holyoke College, were given the committee.

Claims City Ridiculed

In concluding, Mr Lurie said that because of the action in Boston over "Strange Interlude," the city was ridiculed throughout the country. As far as publicity was concerned, no more publicity could come of a hearing than did the refusal of Ex-Mayor Nichols last year to allow the performance.

Mr Lurie said "Strange Interlude" was given in Quincy, and as far as he knew no one was corrupted. The Quincy police were unharmed by its influence, he contended, whereas "you gentlemen have been listening to charges against the Boston police, where the play was denied presentation."

The next speaker was John M. Casey, license commissioner of Boston, who opposed the bill. The Mayor of Boston, he said, does not license plays, but does license theatres, which is a different matter.

The next speaker was Reuben L. Lurie of the executive committee of the Civil Liberties League, who said that it was no secret that the "Strange Interlude" episode had inspired the filing of the proposed measure. He went on to say that there was a difference of opinion about the merits of the play, Ex-Mayor Nichols taking one side and many prominent citizens the other. Mr Lurie told how "Strange Interlude" had been awarded the Pulitzer prize, and gave the names of prominent men who had determined its value and the fact that it should receive the award.

Mr Lurie pointed out the changes in the existing law sought by the bill. "It is the only fair thing in a democratic country when there is a clash of opinion to have a public hearing," said Mr Lurie. "Clashes of opinion are the very thing on which your legislators base your action. We want a hearing before the Mayor, chief justice and police commissioner such as

your committee is giving us today."

"Now as to 'Strange Interlude,'" said Mr Casey, "let me tell you what happened. Ex-Mayor Nichols saw the play in New York, and did not think it fit for Boston. When the ladies and gentlemen who wanted to produce it in Boston came to him, he said: 'If you think it will get by here, go ahead and produce it, and see what happens. He meant that it would be passed upon by the board made up of the Mayor, Police Commissioner and chief justice of the Municipal Court. The manager of the Hollis Street Theatre would not agree to that. He has to live here the year round, while an attraction may come and go. This manager would not take a chance.

"A hearing was given by the Mayor, and it lasted two hours at least. I want to say now that Mayor Curley opposes this bill. He thinks that Ex-Mayor Nichols acted just right.

"I have written statements of dramatic critics who saw 'Strange Interlude' in New York and Quincy that the show in Quincy was different from New York.

"The chief justice of the Municipal Court is against the bill. He feels that he should not be one of a board to pass on plays in Boston, and the Police Commissioner holds the same opinion."

Theatre's Influence

Prof Chafee pointed out to the committee the influence of the theatre on the life of a community. Regarding the system in Boston whereby the Mayor, chief justice of the Municipal Court and Police Commissioner pass on a play, he declared that legislation as proposed in his bill was necessary for several reasons.

A public hearing and the requiring of the three officials to give in writing their reasons for banning a play would, said he, do away with the undesirable secrecy that now exists. The public would be protected by publicity, which was most important, said Prof Chafee. He declared, too, that it would remove the present "rubber stamp" method.

The three officials, said Prof Chafee, have powers extensive as a court. If required to give their reasons for suspending the license of a theatrical performance the board would act with greater deliberation, said Prof Chafee.

The giving of such powers to a board is a necessary evil, said Prof Chafee, but one that should not be too extensive. The board may now take away a theatre's license for an entire season, while the suspension should be only for the period of the play.

Thomas H. Blodeau, legislative agent for the city of Boston, apposed the bill and declared the matter to be one of small significance. It affects, he declared, only a few persons, and is not worthy of the consideration of the committee. He said that Mayor Curley felt that if any change is made, the Mayor should be given full authority.

House Refuses More Funds to Fin. Com.

The House of Representatives this afternoon, by a voice vote following a long debate, defeated the bill of Chairman Frank A. Goodwin of the Boston Finance Commission authorizing an increase of the appropriation for the commission from \$50,000 to \$60,000.

When informed of the House action which refused a third reading on the measure, Chairman Goodwin simply smiled and said that the extra money was desired to carry out suggestions made by Mayor Curley.

In the course of the debate the Finance Commission was declared to have been instituted as an insult to the city of Boston.

POST 2/21/30

GALLIVAN BOULEVARD ENDORSED

National, State, City Dignitaries Favor Memorial

That the five Dorchester streets which were widened at a cost of more than \$1,000,000 to form a direct motor route unofficially known as the "Southern artery" will be given the name of Gallivan boulevard in memory of the late Congressman James A. Gallivan was indicated last night at City Hall, following the public hearing at which the proposal was endorsed by national, State and municipal dignitaries.

More than 100 persons attended the hearing before the Board of Street Commissioners, while from Washington came messages of eulogy, sent by Speaker Nicholas Longworth, Republican leader, and Congressman John N. Garner, minority leader, as well as Congressman John W. McCormack, Gallivan's successor in the national House.

The approval of the city government was recorded by Councillor Michael J. Mahoney of South Boston, whose resolution calling upon the street commission to name the new artery Gallivan boulevard, was passed unanimously by the City Council.

Mayor Curley's approval of the project was recorded in a letter which he addressed to William H. Carey of the Suffolk County Council, Veterans of Foreign Wars, promising to adopt the name of Gallivan boulevard.

United Front by War Vets

Veterans of the war put up a united front at the hearing in favor of the project to honor their late benefactor. The stirring address of Judge Edward L. Logan, commanding general of the 101st Infantry in France, who voiced his belief that every member of the famous battle unit would favor the memorial boulevard, was greeted with cheers.

The support of the State Department of the Veterans of Foreign Wars was recorded by State Adjutant Francis X. Cotter, while the unanimous vote of the State Department of the United Spanish War Veterans was voiced by Patrick E. Kelleher of the Captain John Drum Camp. Department Vice-Commander Matthew J. Boyle of the American Legion also favored the petition, as did the commanders of a large number of individual posts.

Opposition by One Group

Among the other speakers who favored the petition to adopt the name of Gallivan boulevard were President William G. Lynch of the City Council, with Councillors Israel Ruby and Al-

bert L. Fish, former Congressman William S. McNary of Dorchester, former Governor's Councillor George E. Curran, past exalted ruler of the Boston Lodge of Elks; Representatives John J. Reardon, James J. Twohig, Joseph Finnegan and Lewis R. Sullivan, former Representative Joseph Twomey, State Senator Robert E. Bigney, William C. Wall, who recorded the support of Governor's Councillor James E. Powers, William J. Prescott, Peter J. Fitzgerald, Thomas M. Burke, George F. King, Edmund F. McKenna, Maxwell Cohen, Daniel J. O'Leary and Soldiers Relief Commissioner John J. Lydon.

Opposition to the petition was voiced by a group of property owners on the five streets, who urged that the highway be officially named Southern artery, South drive or Pilgrim way.

Ready to Donate to Fund

Speaking for the opposition, John F. Duby of Dorchester, stated that he represented 100 residents who preferred either the names Southern artery or South drive to Gallivan boulevard. He declared that the proposal was a "cheap" recognition of the late Congressman and insisted that he would be willing to contribute to a fund for a permanent memorial, if the petitioners from South Boston and Fields corner would start it.

Raymond P. Delano, representing the Dorchester Board of Trade, also offered to contribute to a memorial fund and urged that Dorchester street be named Gallivan boulevard instead of the Dorchester streets which, he said, will some day be known as Pilgrim way, in all probability. Other opponents included Mrs. Albert L. Kelly, Daniel L. Donovan, John P. Riley, Mrs. Catherine C. Riley and William T. Henry.

Calls for Show of Hands

In rebuttal Representative Joseph Finnegan of Dorchester declared that the proponents would be glad to erect a permanent memorial as well as the naming of the boulevard in recognition of the service of former Congressman Gallivan. "Let's do both," he said.

Acting Chairman John J. O'Callaghan of the Street Commission calling for a show of hands counted 31 in favor of naming the five streets Gallivan boulevard, and 12 in favor of Southern artery, at the close of the meeting, when a large number of speakers had left. He announced that the commission would take the petition under advisement.

NEW POWER PLANT TO COST \$252,421

For the erection of a new power and heating plant at the Mattapan Sanatorium, the trustees of the City Hospital, with the approval of Mayor Curley, yesterday awarded a contract amounting to \$252,421 to the A. Piotti Company, the lowest of a dozen bidders.

Last night the Mayor took home with him to read the report of the two Technology engineering experts on the failure of the Long Island heating plant, which was installed during the past 18 months at a cost of \$175,000.

HYPOCRITICAL OBJECTORS

The little band of objectors to honoring the late James A. Gallivan by naming the southern traffic artery in his memory should have refrained from the hypocritical assertion that their opposition was partly due to the fact that the name "Gallivan Boulevard" was too insignificant an honor. Some of these persons have fought the proposal bitterly from the start for a reason very different from the one they gave. They succeeded in getting Mayor Nichols to block the movement last year, but with Mayor Curley the situation will be different.

KILL INCREASE FOR FIN. COM.

On a voice vote, the House yesterday refused to order to a third reading a bill which would have increased from \$45,000 to \$55,000 the amount which the Boston Finance Commission might expend for expenses of investigating city departmental activities.

The bill had been reported favorably by the committee on municipal finance, but it was attacked by Representatives Birmingham of Brighton, Finnegan of Roxbury, Twohig of South Boston, Snow of Westfield, Coakley of Chicopee and others.

During the debate Representative Coakley asserted that Frank A. Goodwin is no more efficient as chairman of the commission than was John C. L. Dowling, who was ousted from office when Goodwin was appointed by Governor Allen.

Birmingham, Twohig, Finnegan and other Boston Democrats urged that the commission itself should be abolished.

Representative Anderson of Boston, House chairman of the committee on municipal finance, commended Chairman Goodwin and said that when he took his job he found there was not enough money to employ men to check up on city department expenditures and purchases. That is the reason the committee reported the bill favorably.

RECORD 2/21/30 URGES MAYOR BE HUB'S ONLY PLAY CENSOR

That the mayor of Boston should be the sole censor of theatrical productions in Boston was advocated by License Commissioner James M. Casey before a legislative committee yesterday. Neither the chief justice of the municipal court nor the police commissioner want the job, he said.

Casey was opposing a bill, sponsored by Prof. Zechariah Chafes, Jr., of Harvard, that would require the present board to hold public hearings and assign a reason in writing before barring plays from Boston.

GLOBE 2/21/30 P. 11

BOSTON MAYOR OPPOSES CHANGE IN PLAY CENSORSHIP

A bill to amend the law relating to theatrical exhibitions in Boston, growing out of the recent "Strange Interlude" incident, was taken up yesterday by the Legislative Committee on Cities. At present the Mayor, the chief justice of the Municipal Court and the Police Commissioner determine by a majority vote whether any play that is questioned may be banned. The bill offered in the petition of Prof Zechariah Chafee Jr of the Harvard Law School, asks that before these three officials act a public hearing be given.

John S. Codman of Boston, of the Civil Liberties League of Massachusetts, opened for the bill. The names of several who support the bill, including Pres Mary E. Woolley of Mt

Holyoke College, were given the committee by Senator James A. Torrey of Beverly.

Reuben L. Lurie of the Civil Liberties League spoke for the bill.

John M. Casey, license commissioner of Boston, said the Mayor does not license plays but does license theatres. Mr Casey said the present Mayor opposes the bill and feels that his predecessor in office acted rightly in the "Strange Interlude" case.

"I have written statements," said Mr Casey, "of dramatic critics who saw 'Strange Interlude' in New York and Quincy, that the show in Quincy was different from that in New York."

Thomas H. Bilodeau, legislative agent for the city of Boston, opposed the bill and declares the matter to be one of small significance.

Prof Chafee said a public hearing and the requiring of the three officials

to give in writing their reasons for banning a play would do away with the undesirable secrecy that now exists.

OFFICIAL THOROUGHFARE PLAN FOR BOSTON URGED

The bill of Representative William M. McMorro of Boston that would permit the city of Boston to adopt an official thoroughfare plan was urged before the Legislative Committee on Cities yesterday by Representative McMorro, Fred H. Fay, chairman of the Boston Planning Board; Thomas H. Bilodeau, legislative counsel of the city; E. T. Hartman of the State Department of Public Welfare; Daniel Bloomfield for the Retail Trade Board and William S. Parker for the Boston Society of Architects.

CONTRACT SIGNED FOR POLICE BOAT

Guardian's Successor to
Cost \$200,000

A contract for a new police boat to take the place of the Guardian, recently condemned after 34 years service, was signed yesterday by Police Commissioner Wilson.

It is to be built by the George Lawley & Son Corporation, Neponset, from plans by Munroe & Munroe, Naval architects, 131 State st, and it is to be ready for service by the middle of October. The cost will be about \$200,000.

The craft is to be somewhat larger than the old Guardian. Her length over all will be 118 feet, on the waterline, 108 feet; beam, 22 feet 6 inches, and depth, 10 feet one inch.

Her engine will be 700 horsepower, three-cylinder triple-expansion reciprocating. There will be two coal-burning Scotch boilers for 200 pounds pressure.

The frame of the vessel and planking is to be of white oak, decks and houses of white pine and fastenings of copper and bronze. Two 16-foot lifeboats will be provided.

FAVOR NAMING HIGHWAY AFTER CONG GALLIVAN

The public hearing before the Street Commissioners in City Hall yesterday on naming the Southern traffic artery in Dorchester Gallivan Boulevard for the late James A. Gallivan, resolved itself into a memorial of the Congressman. A poll taken of the 150 or more men and women present showed 31 for the name and 12 against.

HERALD 2/21/30

TAMMANY CLUB TO CELEBRATE VICTORY

Democratic leaders of the state and city have been invited to attend the 29th annual ball of the Ward 8 Tammany Club of Roxbury tonight at the Elks Hotel.

More than 200 couples are expected to be in line for the grand march, led by Mayor Curley. The affair will be a victory celebration for Curley, who founded the organization.

The committee in charge comprises Asst. Dist.-Atty. Daniel J. Gillen, president of the club; John J. Curley, chairman of the executive committee; James E. Norton, treasurer; Henry Drury, financial secretary; James Burns, sergeant-at-arms, and Patrick J. Sullivan, secretary of the executive committee.

RECORD 2/21/30

HERALD 2/21/30 CURLEY TO WELCOME CLOTHIERS TO CITY

Future business prospects will be discussed Wednesday by Edward A. Filene, who will talk on the "Outlook for 1930" at the 14th annual convention of the New England Clothiers and Furnishers' Association, to be held at the Hotel Statler, Tuesday and Wednesday.

The welcome of the city will be extended to delegates by Mayor James M. Curley at a luncheon Tuesday. Robert H. Graham of Jordan Marsh Company, a former president of the association, will preside at the first meeting.

Prof. Malcolm P. McNair of the Harvard business school is among the list of distinguished speakers.

Reject Curley Proposal

By a vote of eight to seven, the committee on municipal finance turned down Mayor Curley's proposal for abolition of the Boston tax limit and went on record in favor of a bill for a \$16 tax limit for a period of three years.

Shall it Be Southern or Gallivan Artery?



Acting Chairman John O'Callaghan, Charles T. Harding and Maj.-Gen. Edward L. Logan, street commissioners, at the City Hall hearing yesterday on the petition to change the name of the Southern artery to Gallivan artery in memory of the late Congressman James A. Gallivan. Pros and cons spoke.

HERALD 2/21/30

OPPOSE 'GALLIVAN BOULEVARD' PLAN

Dorchester Residents Appear Before Board

Dorchester business men and residents along the Southern artery not only expressed objection to the street commission yesterday, to the renaming of the thoroughfare as James A. Gallivan boulevard, but advised proponents of the change, whom they described as residents of Fields Corner and South Boston, to locate any memorial to the late congressman in South Boston.

The commission took the petition under advisement. Congressmen Longworth and Garner, Republican and Democratic leaders of the House, made contributions in the form of letters to Congressman McCormack in which they extolled their former colleague and expressed accord with the plan of perpetuating his memory in Boston. A letter written by Mayor Curley during the municipal campaign, favoring the change, was also filed.

Principal objectors were John F. Doby and Raymond P. Delano, both of whom offered to contribute to any fund to provide an adequate memorial to the late congressman. They asserted that they held him in as high esteem as did the most ardent sponsors of the plan of renaming the artery, but they offered the opinion of Dorchester that the dedication of a 40-foot thoroughfare, which will never be a boulevard, to his memory was a cheap remembrance of his public service.

Delano and Doby challenged the South Boston delegation to prove their interest in perpetuating the memory of the congressman by advocating some memorial which would cost money and not limit recognition to giving a thoroughfare on the outskirts of the district he represented his name.

Among the leading spokesmen favoring the petition were Gen. Edward L. Logan, William S. McNary, George E. Curran, Councilmen Lynch, Mahoney, Ruby and Fish, Senator Bigney, Representatives Reardon, Twohig, Finnigan and Sullivan, Capt. John J. Lydon and a score of officers and representatives of the American Legion, Veterans of Foreign Wars and Spanish War Veterans.

Other objectors were Mrs. Albert J. Kelley, Daniel L. Donovan, John T. Riley, William G. Henry and Katherine C. Riley. A poll of the audience showed 31 in favor of Gallivan boulevard and 12 for continuance of the name of Southern artery.

THEATRE CENSORSHIP

John M. Casey, City Censor . . . spoke of the "Strange Interlude" case and said that Mayor Nichols had not refused a license for the play, but told its supporters that they would have to assume full responsibility for its presentation. The manager of the theatre, in consequence of this attitude on the part of the Mayor, he said, then refused to present the play because he was afraid that the license of his house would be suspended as a result.—News Item.

That is about as strong an argument as can be made for a change in the present practice of theatre censorship. As the law works out now, the theatre itself is punished, not the producer of the objectionable play. The mere disapproval of anything by the censor, speaking for the Mayor, or by the Mayor, speaking on testimony given by the censor, operates to keep a play away from Boston. One presentation of an objectionable drama might cause the suspension of a theatre license for the rest of the season. If "Strange Interlude" had been put on and then reviewed by the board of three—the Mayor, the Chief Justice of the Municipal Court and the Police Commissioner—the Mayor's vote would certainly have been against a continuance. Naturally the theatre manager prefers to "play it safe." He would rather close his theatre to a single play, not approved by City Hall, than put it on and run the risk of having his theatre dark for the rest of the season.

Professor Chafee proposed, among other things, at the State House yesterday that theatre licenses shall be suspended only after a public hearing by the licensing board, and that reasons for the suspension shall be given in writing. That seems a reasonable and sound proposal. It would relieve the Mayor of an obligation which is probably embarrassing to him; would prevent such an unfortunate incident as that of "Strange Interlude"; and would be in line with that metropolizing of Boston which Mayor Curley is doing so much to promote.

TRANSCRIPT 2/20/30

Boston Will Start Clean-Up March 15

To prepare for the expected influx of tercentenary visitors, the city of Boston will begin its annual clean-up on March 15, several weeks earlier than usual. The Public Works Department will be prepared to designate hundreds of men for the work of street cleaning, and the mayor has ordered the cleansing and brightening of the exteriors of City Hall and the Old State House.

By order of the Civil Service Commission, more than 100 temporary employees of the Public Works Department will be dropped immediately. They will be replaced by 125 additional permanent laborers who will be assigned to the sanitary service.

The laborers who will find themselves out of employment have been working steadily since June. The Civil Service Commission, upon discovering that they have been retained for eight months as temporary employees, instructed Commissioner Joseph A. Rourke to terminate their service.

These men have not been working in the sanitary service but have been distributed among the various branches of the Public Works Department.

HEAR PLAN FOR HUGE HUNTINGTON-AV TERMINAL

Two petitions of Lawrence S. Apsey and others, one seeking the creation of a Greater Boston transportation district and the other providing for incorporation of Boston Terminals, Inc., to control and manage the district, were heard yesterday by the Legislative Committee on Street Railways.

Raymond P. Delano of Dorchester favored repeal of the present law creating the Metropolitan Transit District, which, he said, is worthless without acceptance by the city of Boston, which is not yet forthcoming.

The district, Mr. Apsey said, would be made up of 50 cities and towns served by the railroads and street railways, and would be controlled by three commissioners, one to be appointed by the Mayor of Boston and two by the Governor.

Under the plans of petitioners there would be erected a huge terminal station in the Boston & Albany train yard between Huntington av and Boylston st. It would be necessary to construct a tunnel to connect the South and North Stations and also a tunnel under the Charles River to bring the Boston & Maine line to the terminal station, Mr. Apsey said.

Philip G. Carleton, counsel for the trustees of the Eastern Massachusetts Street Railway, characterized the proposal as "a beautiful pipe dream" and asked the committee to leave out the street railways.

His views were supported by George L. Barnes, representing the New York, New Haven & Hartford Railroad. He urged the committee to leave out the railroads if favorable action is recommended.

AMERICAN 2/20/30

102 TEMPORARY LABORERS OUT

Chairman Elliot H. Goodwin of the State civil service commission, ordered the discharge from the city service of 102 temporary laborers who have been working since last June and the order was carried out by Public Works Commr. Joseph A. Rourke.

The State commission ruled that regular men who had passed examinations and secured places on the civil service list were being deprived of work by temporary employees, practically holding permanent positions.

At the direction of Mayor Curley, Commr. Rourke immediately applied to the state commission for 125 permanent laborers, who will be placed in the various divisions of the public works department for permanent work at \$5 a day.

GLOBE 2/23/30

TERCENTENARY CELEBRATION BEGINS IN EARNEST IN JUNE

Parades, Dedications, Memorials, Meetings and Sports All Will Help Make 1930 Memorable—Boston Committee Hard at Work

Parades, pageants, exhibits, dedications, memorials, meetings, receptions, sports on land and water and even in the air, organized tours, official ceremonies in varied forms, in addition to important business, trade and industrial features, are being planned for the tercentenary celebration which will begin in earnest early in June and continue to the latter part of September, when a letup will probably be advisable because of the national convention early in October of the American Legion, which in itself will provide ample entertainment.

The culmination of the city of Boston's program will be Boston Week, Sept 14 to 20, the 17th being the date on which the General Court took the action that officially organized Boston.

J. Philip O'Connell, director of public celebrations, is working with the city of Boston tercentenary committee, of which Ex-Mayor John F. Fitzgerald is the chairman, and preparations have been made during the past month by the State and citizens' groups on their own initiative. The tercentenary committee here is meeting weekly, with meetings of the assisting groups in between.

Seal Adopted

An official seal for the tercentenary has been adopted. It has as the central item a modernized form of the city seal showing the trimountain of the early days and the coming city rising as in a vision in the background. Above the seal and below it appears the slogan: "Boston Calls You for 1930."

Representatives of the original promoting group, the Massachusetts Bay Tercentenary, Inc, the Conference of City and Town Committees, the Chamber of Commerce, and the State Commission have communicated their suggestions and told of their activities, which have been found to be many and of much help.

Chairman Fitzgerald has carried on numerous conferences and Mayor Curley has himself been actively engaged in the matter. Director O'Connell has contributed of his experience and time to help the Tercentenary committee get under way.

Suggestions that were advanced at the recent general meeting in the Old South Meeting House, as well as the work of the original committee organized by the present Mayor at the end of his previous term, have been utilized and so far as possible will be incorporated in the plans to be announced shortly.

To Utilize Holidays

In general every public holiday through the year will be worked into the Tercentenary Boston program, es-

pecially those holidays directly related to the historical events being commemorated, such as Evacuation Day, March 17, April 19, June 17 and July 4.

This plan already was put in operation with the Washington-Lincoln public exercises in Symphony Hall last Sunday evening, when the Tercentenary was given a place of prominence and referred to by the speakers.

In carrying out this plan of utilizing the established holidays the city will have the active aid of the Citizens' Public Celebrations Association, of which Joseph A. F. O'Neill is president.

Ample time will be allowed for visitors to inspect places of historic and civic, as well as educational and recreational, attraction in Boston and its immediate vicinity; and ways and means to take care of the anticipated inflow of additional Summer tourists is an important problem.

Aim to Show Progress

An essential element in the entire Tercentenary planning, not only in Boston but throughout the State, is to place on display this section as it really is, with a hospitable welcome for all. Much attention will be given to having schools, colleges, factories, homes, museums, public buildings and all such places open for inspection with activities going on, special exhibits arranged, and trained guides in attendance.

It is intended not only to display what is or historical character but how to show the circumstances of today; to indicate the progress made in the 300 years and the use made of the inheritance left not only by the 17th century Puritans but by the successive peoples of other racial groups as they have come here to contribute as they have so amply to our cultural, political, economic and social development.

Mayor Curley has especially indicated his desire that the general committee should include so far as possible the representation of the entire cosmopolitan city, and this has been done.

Monument on Common

A detail already settled upon will be the dedication of the memorial on Boston Common, to be placed there in perpetual remembrance of two men who made possible this pioneer playground of the United States, William Blaxton, the first white settler of record and owner of Boston Common, and Gov John Winthrop, the official founder and organizer of both the Bay Colony and of Boston.

For the purpose the City Council has appropriated \$45,000 and the memorial will be completed and ready for its September dedication. It will be as nearly as possible on the site of Blaxton's home and of his famous spring of pure water, which will run again

as of 300 years ago as a feature of the memorial.

Another aspect of Boston's Tercentenary year will be the beginning, and in some instances probably the completion, of a number of permanent betterments for the city. The Mayor is giving personal attention to this matter. He already has indicated some of the things he expects to bring to pass. Thereby the Tercentenary will yield much more than a mere passing celebration.

The entering upon a fourth century of municipal existence will find Boston looking quite as much to the future as to the past.

Marking Sites

The marking of sites of significance in relation to the development of the city, with the attendant dedication ceremonies throughout the balance of the year, will furnish a tercentenary feature.

A special commission is at work on this and expects to place not less than 40 permanent and as many more temporary tablets or markers on sites not already so designated.

Walter Gilman Page, chairman of the commission, states that one dedication a week may be expected during the Summer. The first such event will come on Evacuation Day, when the spot from which the British stepped off from Boston at the foot of State st will have its tablet.

This work has a permanent value and will remain after the tercentenary celebration has itself gone into the history of the city.

Word has been received by the Boston committee that the State will have Nantasket Beach in full condition for visitors who like ocean bathing, in spite of the fire that destroyed the State Bathhouse a short time ago. The construction of an added motor boulevard is expected.

Another bit of information says that at Revere Beach considerable added facilities as well as attractions will be ready for the Summer season. The ocean is an asset to be counted on for interesting many thousands of tercentenary visitors, not alone its beaches, but its opportunities for long and short trips.

To Join in State Celebration

Boston's celebration will, of course, take full cognizance of the splendid official ceremonies being arranged by the State commission, of which Herbert Parker is chairman, including the formal recognition set for July 15 of the 300th anniversary of the setting up of civil government in Massachusetts for America, for which President Hoover and high ranking representatives from many countries of the world have been invited.

"Whether we have 10,000,000 people passing through Boston and the State, or half that number, we are assured of the busiest Summer in our history," said director O'Connell.

RECORD 2/22/30

Soldiers' Relief Commr. Has Breakdown



(Daily Record Photo)

Capt. John Lydon, recently appointed by Mayor James M. Curley as soldiers' relief commissioner for the city, shown at City Hospital, where he is recuperating from a severe physical breakdown, occasioned by his overwork because of trying times and suffering among unemployed.

RECORD 2/22/30

CURLEY WANTS FERRY RATES CUT IN HALF

Mayor Curley yesterday recommended to the City Council a 50 per cent decrease in the East Boston ferry rates, which were raised by former Mayor Nichols January 1.

The mayor in his letter to the council pointed out that since the Nichols schedule went into effect there has been a boycott of the ferry by East Boston business men and that patronage has dropped over 40 per cent.

If the new schedule is passed by the council at its meeting Monday, it will go into effect April 1.

Under Mayor Curley's plan the fare for one or two horse-drawn vehicles with driver will be reduced from 15 cents to five; three or four horse-drawn vehicles with driver from 25 cents to 10; passenger auto with driver and one passenger from 20 cents to 10.

Motor truck, six tons or less, with driver, 20 cents to 15; motor truck over six tons, with driver, 30 cents to 20; auto bus, with driver, 30 cents to 20; motorcycle, with driver, 10 cents to five, and trailer, 20 cents to 10.

TRANSCRIPT 2/21/30

Health Institute Opens Here April 14

The eighth New England Health Institute will meet in Boston at the Hotel Statler, April 14 to 18. These important institutes sponsored by the health departments of the New England States, the Federal Health Service, local health boards, colleges, professional schools, and with professional societies co-operating, there will be some twenty sections covering every phase of public health.

Special clinics for doctors will be held in the larger hospitals. For dentists, clinics will be offered at the Harvard and Tufts dental schools and at Forsyth Dental Infirmary. Among medical section meetings will be the adult hygiene section, at which the various important diseases of the adult group, their extent, economic distributions, and control will be considered.

Other sections are child hygiene, communicable disease, dental hygiene, industrial hygiene, mental hygiene, hospitals, nursing, public health education, public health social work, tuberculosis, sanitary engineering, venereal disease, administration, Federal, State, city and rural health service, food and drugs, laboratory and nutrition.

Among speakers in the various sections will be such men as Surgeon General Hugh Cumming, Dr. Elliott P. Joslin, Dr. Richard C. Cabot, Dr. Joseph Bloodgood, Dr. Herbert Lombard, Dr. Milton Roseneau, Dr. Charles Wilinsky, and Dr. Clarence Little. With twenty sections, each with its own program, there will be from three to five meetings simultaneously in progress.

At the institute dinner and dance coming on April 15, Governor Allen and Mayor Curley will speak. There will be other dinners and luncheons under the auspices of various organizations participating. Persons interested may register for the institute by applying to the State Department of Public Health, 315 Ford Building, 15 Ashburton place.

POST 2/22/30

MAYOR OUT FOR FERRY TOLLS CUT

Reductions of 50 Per Cent and More Are Recommended

Reductions of 50 per cent or more in the recently increased ferry tolls were recommended last night by Mayor Curley in a message which will be presented to the City Council for approval at its Monday meeting, so that the new rates may become effective on April 1.

HIGH RATES HURT TRAFFIC

Action by the Mayor followed complaints from East Boston business interests that the schedule of rates which became effective on Jan. 1, were prohibitive. Since that time traffic on the ferries has dropped 40 per cent or more with the result that the city treasury has not benefited appreciably by the increase in tolls.

Under the new schedule of tolls recommended by the Mayor the fare for a passenger automobile with driver and a passenger would be reduced from 20 cents to 10 cents. Before the recent increase the fare was 6 cents. The biggest cut in the programme will be given to horse-drawn vehicles. The toll for a one or two-horse vehicle with driver will drop from 15 cents to 5 cents, and the rate for a three or four-horse vehicle with the driver will drop from 25 cents to 10 cents, provided the Council approves the Mayor's recommendations. Council approval is believed certain.

A SMALL RETURN

The report of the trustees of the George Robert White fund shows that the income from prime business property in the retail district of Boston is a very modest one. The real estate belonging to the fund is assessed at \$5,665,000. The net income from the real estate for the year 1929 was \$273,263.34. This was at the rate of only 4.82 per cent for property on Tremont, Boylston and Washington streets, nearly all occupied by retail stores. On the other hand, there is the probability of a gradual increase in the value of the properties from year to year.

Boston's Grover Whalen Has Busy Season Awaiting Him

J. Philip O'Connell, New
Celebration Director, to
Enjoy Much Prominence

BREEZY COMPOSURE DISTINGUISHES HIM

By MASON HAM

Grover Whalen as official handshaker of Manhattan was noted for his pristine beauty, his tailored perfection and a certain physical and psychic push which almost invariably put him in the front centre of news photographs while the celebrated visitor at whom the camera had been aimed was a little to Mr. Whalen's right or left and slightly in his rear.

J. Philip O'Connell, just reappointed by Mayor Curley to his old position as director of public celebrations, however he may lack in Whalen's big city way, is bound to enjoy, or suffer, a greater amount of prominence this year with the tercentenary and the American Legion convention arriving all of a heap.

NEAT BUT NOT GAUDY

When Queen Marie set eyes on Mr. Whalen's glory, she is reported to have said: "Oh, isn't he elegant!" Nothing quite so fancy, of course, would be appropriate in this conservative city. Our own Mr. O'Connell is just about right. He is neat enough to be positively conspicuous in City Hall if that means anything. Your reporter from his slight observation can recall an amber and black cigarette holder, a red, white and blue striped necktie which probably is not a fixture, each hair in its precisely proper place and a suit of clothes that looked hot from the presser's iron.

Mr. O'Connell, too, has a talent worthy of more than casual reference. In the sewer department his official title was "engrossing artist and topographical draughtsman." He is expert at a craft which the typewriter and printing press are driving to extinction. His penmanship might well deserve the praise of Queen Marie. Samples of his work are in the Vatican. He has done engrossing for King Albert and Cardinal Mercier. He designed the chaplain's and the secretary's medals for the Knights of Columbus in the world war and composed and engrossed the Christy Mathewson testimonial. Doubtless a hundred individuals and committees will call on him before the tercentenary year is out for exercise of this gift.

Another gift of his is the breezy composure essential to one whose pleasant duty brings him into official contact with world known figures. Your reporter is again reminded of that sage advice: "Be thou familiar but by no means vulgar." Mr. O'Connell has the manner—whether natural born, or acquired, in the greeting of celebrities during Curley's second term, or partly both, we do not know.

MET MANY DIGNITARIES

As the director of public celebrations at that time, Mr. O'Connell met, among others, Gen. Pershing, Gen. Dawes,

Clemenceau, Gen. Gouraud, John McCormack, Anton Lang and the youngest person in Who's Who, Jackie Coogan. He was particularly impressed by Pershing's "soldierly compliance with detailed programs," the gentle demeanor of Anton Lang and the astounding vigor of Clemenceau. He recalls with racial pride and pleasure John McCormack's musical Irish brogue, and his frequent "Glory be to God."

Mr. O'Connell was born in Cambridge, educated at the Putnam grammar school, Comers Commercial College and the Y. M. C. A. law school. He entered the sewer department in 1890 and has served the city for 35 of the last 40 years. During Mayor Curley's first administration he was in charge of the Volunteer Aid Association for the city of Boston, a work organized by Gov. McCall for the relief of dependents of soldiers at the Mexican border. Later he did similar work for the state.

He eats, dreams and sleeps golf, by his own confession. His secretary reveals the deep, dark secret that he has been known even to practise in his office.

URGE REPLACING OF HOSPITAL BOILERS

Experts Declare Present Long
Island Building Type
Are Dangerous

The installation of five new water tube boilers at the Long Island Hospital power plant, to replace as many boilers installed within the past 18 months, was recommended to Mayor Curley, yesterday, by Maj. A. S. Smith and Prof. E. F. Miller of the Institute of Technology.

In their report the experts asserted that continuance of the use of boilers of the type now in service, operated in conjunction with other equipment in use for 30 years, will result in constant danger of an explosion.

The present boilers, in the opinion of the experts, are not suited for either powdered coal or fuel oil but they recommend the installation of a type of boiler suited for powdered coal.

John J. Lydon, acting institutions commissioner, also submitted a report to the mayor in which after expressing the belief that the "lives of employees are in jeopardy" he suggested that the policy of using powdered coal be abandoned.

FERRY TOLL CUT URGED BY CURLEY

Mayor Believes Revision Will
Stimulate Riding

East Boston ferry tolls will be substantially reduced April 1 if the city council accepts Mayor Curley's revision of the schedule which ex-Mayor Nichols established Jan. 1. In general the proposed tolls are just one-half of the fees which were considered fair by the city council and former Mayor Nichols.

In recommending the downward revision to the council, Mayor Curley will submit a statement in which he will stress that the "business interests located in East Boston are of the opinion that the increase in ferry tolls adopted and effective Jan. 1 are a detriment."

Records show that the revenue under the new rates does not approximate estimates and Mayor Curley has been informed that users of the ferry service have declined to make use of the boats because of their belief that the tolls were prohibitive.

The mayor will inform the council that whether a bridge or a tunnel is built to East Boston, the work will not be completed for at least two years and that consideration of the effect of competitive rates can be deferred until then.

The mayor has learned that the number of vehicles carried on the boats since January has been 40 per cent. less than before that date. The revised rates which he will recommend are:

	NEW Cents	OLD Cents
Foot passengers	1	1
One or two horse vehicle with driver	5	15
Three or four horse vehicle	10	25
Passenger automobile	10	20
Motor truck up to six tons	15	20
Motor truck six tons and over	20	30
Auto bus	20	30
Motorcycle	5	10
Trailer	10	20

Tolls for a handcart or wheelbarrow and man, for a horse and rider and for a horse or cattle with attendant will be 5 cents instead of 10. Tickets sold in strips of 10, instead of in 20, as at present, will be 20 per cent. less than the established fee.

NAMED TO CONFER WITH MAYOR ON UNDERPASS

Senators Charles C. Warren of Arlington and Arthur W. Hollis of Newton and Representatives George E. Gliman, Martin Hays and James J. Twohig, all of Boston, have been designated as members of a sub-committee of the legislative committee on metropolitan affairs to confer with Mayor Curley and the Elevated trustees relative to reaching an agreement for the construction of a Governor square underpass.

GLOBAL 2/22/30

POST 2/22/30

\$40,000 LEAK SEEN IN REFUSE HANDLING

Mayor Asks That Rourke Investigate Department

Lays Loss Either to Carelessness or Corruption of City Employee

Suspecting that there is a bad "leak" in the refuse collecting department of the city of Boston, Mayor Curley has ordered Joseph A. Rourke, newly appointed Commissioner of Public Works, to make a sweeping investigation.

According to information that has come to the Mayor from the Finance Commission, the leak has cost the city at least \$40,000 since 1923, and he fears that it is the result of "the carelessness or corruption of employees of the city."

He Notes Increases

Since 1923, the Mayor pointed out in a letter to Mr Rourke, the population of Boston has increased materially.

"The figures for the year 1923, used as a comparative basis with the year 1923 figures," the Mayor wrote, "disclose the fact that the actual tonnage collected in 1923 was in excess of that collected in 1923, despite the fact that the receipts for 1923 are \$29,000 less than receipts for 1923."

To make the situation more confusing to the Mayor, he has also been given figures which show that 10 percent more men are now employed in the Sanitary Department than in 1923.

Mayor Curley's Letter

Mayor Curley's letter to Mr Rourke follows:

"My attention has been directed by the Finance Commission to another 'leak,' which must be plugged in order that the revenues of the city may be safeguarded and the tax rate prevented from reaching prohibitive figures through the carelessness or corruption of employees of the city.

The Finance Commission reports that notwithstanding an increase in population in the four-year period from 1923 to 1929, while you were not the Public Works Commissioner, that the revenues from materials removed by the Department of Public Works has been reduced \$40,000.

"The custom of charging commercial producers of refuse for collection made by the city was inaugurated in 1911 and the receipts from this source in 1925, which was an 11-month municipal year, would, had the receipts from the month of January been added amount to \$108,557.25. The receipts for the year 1926 were \$101,141.10; 1927, \$95,182.95; 1928, \$79,196.85; 1929, \$68,624.10, or a decrease of 36 percent from the maximum received by the city during the last year of your previous term as Public Works Commissioner.

No Reduction in Amount

"The published figures of the Public Works Department do not indicate that there has been any substantial reduction in the amount of refuse collected in those districts served by the munic-

ipal service. The figures for the year 1928, used as a comparative basis with the year 1923 figures, disclose the fact that the actual tonnage collected in 1928 was in excess of that collected in 1923, despite the fact that the receipts for 1928 are \$29,000 less than the receipts for 1923.

"There is nothing to indicate that the collection of commercial refuse by private contractors has increased since 1925, and notwithstanding the fact that 10 percent more men are now employed by the city in the Sanitary Department, the reduction in revenue received and ultimately reaching the office of the treasurer is 38 percent less than it was in 1925.

"It would, in my opinion, be advisable to institute a thorough investigation at once with a view to determining the reason for the falling off in revenue and the ways and means which may be adopted for bringing to account those responsible, thereby 'plugging a leak' that never should have been permitted to develop."

MASS. AVE. ASS'N HAS ANNUAL FEAST

300 Residents of District at Hotel Kenmore Party

More than 300 persons comprising business and professional men, property owners and residents of the Massachusetts avenue district attended the fifth annual banquet and dance of the Massachusetts Avenue Association at the Hotel Kenmore last night. At a business session preceding the banquet, Albert A. Sutherland, attorney and former representative, was elected president for the ensuing year.

As presiding officer, Myer Moskowitz introduced the toastmaster, Associate Justice William H. McDonnell of the Charlestown court. John J. Kelley, retiring president of the association, who was prevented from being present due to illness, was tendered through his wife a warm tribute of appreciation for his service and the association's hope for his speedy recovery.

The speakers included President Sutherland, Lt.-Gov. William S. Youngman, James H. Phelan, principal assessor of Boston, representing Mayor Curley, Councilman Seth Arnold, George Demeter, president of the Huntington Avenue Association, Joshua Atwood, division engineer in the public works department of the city of Boston, and Capt. John M. Anderson of police division 16.

Dist.-Atty. William J. Foley, who was among the scheduled speakers, was unable to be present, but sent a telegram from New York extending his best wishes to the association. A feature of the evening was the presentation of a bouquet of roses to the retiring treasurer, Miss Catherine Gannon, who was also paid a warm tribute of esteem by the gathering.

In addition to the president, other officers elected included J. Francis McMorro, manager of the Back Bay branch of the Federal National Bank, Jay I. Moskowitz, attorney and Back Bay property owner, and Benjamin R. Vaughn, manager of the State Street Trust Company Back Bay office, all named as vice-presidents; Samuel Samuels, treasurer; Fay W. Foss, executive secretary, and S. Edmund Hanson, financial secretary.

Entertainment included soprano solos by Miss Lillian Gorman. Following the function, dancing was enjoyed until midnight.

SEE GRAFT BY GARBAGE MEN

Mayor Probes Big Drop in Receipts

Hinting at garbage graft on the part of municipal ashmen in the business sections of the city, Mayor Curley late yesterday ordered an investigation to show why the receipts have dropped \$40,000 a year for the collection of refuse from commercial buildings, and to bring the guilty to account.

Notice was brought to the Mayor's attention by Chairman Frank A. Goodwin of the Finance Commission and the Mayor immediately ordered Public Works Commissioner Joseph A. Rourke to conduct the investigation and to see that the city is paid for every barrel of refuse which the municipal ashmen remove from the stores, shops, restaurants, hotels and other business establishments, for free service is given only to residents of private homes or apartments.

It was recently found in another city that the ashmen either failed to collect the refuse tickets from the store proprietors or sold them back at reduced rates to friendly storekeepers instead of turning them in at the municipal offices.

WHY ALL THIS DELAY?

Various departments of the city are handicapped by the delay on the part of the Civil Service Commission in confirming Mayor Curley's appointments. The situation in the public institutions department needs attention at once. The Civil Service Commission is holding up the confirmation of James E. Maguire as head of the institutions department, an appointment looked upon generally as an exceptionally good one.

Then there is the mystery concerning the long delay in the confirmation of Joseph A. Conry as traffic commissioner, a high class, able man and a public spirited citizen. Surely, the Civil Service Commission, which seemed to find so little to criticize in the appointment of so many active politicians by Mayor Nichols, ought to give Mayor Curley a show. The Mayor has made excellent appointments.

TAMMANY CLUB HAS ITS ANNUAL BALL

More than 1500 guests attended the annual ball of the Ward 8, Roxbury, Tammany Club, held last night in the Elks ballroom. John J. Curley, former city treasurer, represented his brother, the Mayor. The grand march was led by Daniel J. Gillen, assistant district attorney, and Miss Margaret Curley, daughter of the Mayor.

\$15,000,000 FOR SCHOOLS ASKED

Curley Would Spread Building Program Over Three-Year Period

DISCARDS HIS 'PAY AS YOU GO' POLICY

Mayor Curley asked legislative authority, yesterday, to borrow \$15,000,000 during the next three years to finance a schoolhouse construction program involving \$17,500,000, of which \$2,500,000 will be raised by taxation this year.

His action revealed the discarding of the "pay as you go" policy of financing schoolhouse construction which he inaugurated in 1916 and the return to the old practice of spreading such expenditures over a period of years by resort to the issuance of municipal bonds.

Agreement between the mayor and the board of commissioners of school buildings provides for the expenditure this year for land and buildings of \$7,500,000 and for the apportionment in 1931 and 1932 of \$5,000,000 each year.

By 1933 the mayor believes that the schoolhouse needs of the city will be provided for, so that thereafter it will be possible for the city to restrict expenditures for new buildings to \$2,500,000 a year.

In announcing the return to the practice of financing school construction by bond issues, Mayor Curley pointed out yesterday, that when he abandoned such a policy in 1916 there was an outstanding debt of \$16,000,000 upon buildings of an estimated value of \$22,000,000.

The advantages of the "pay as you go" policy were reflected in the financial condition of the school buildings Jan. 1. Though the estimate value had risen to \$42,000,000, outstanding indebtedness was only \$9,000,000.

The demand for additional buildings is so pressing that if he adhered to the "pay as you go policy," the adverse effect upon the tax rate for the current year as well as in the two coming years would be so serious that it would impose a very heavy burden upon taxpayers and rather than add to taxes, the mayor feels that the small outstanding debt upon school buildings justifies return to the method of financing new construction by bond issues.

Mayor Curley aims to replace all of the wooden schoolhouses in the city with buildings of permanent and fireproof construction. He looks forward within the next three years to the construction of high schools which will meet all demands, thereby permitting concentration upon the building of intermediate and elementary schools, without placing any burden upon the taxpayers.

5000 AT ANNUAL TAMMANY BALL

State, County and City Officials Among Guests

Nearly 5000 men and women attended the 29th annual (Victory) ball and reunion of the Tammany Club at the Elks Hotel last night. It was by far the most successful event ever held by the organization and state, county and city officials were among the many guests.

Mayor Curley, at a late hour, had not put in an appearance and officials doubted he would arrive. Early in the evening a basket of roses was sent to Mrs. Curley who is seriously ill at her home.

The grand march was led by the mayor's brother, John J. Curley, who is chairman of the executive committee. At the head of the grand march was a squad from the American Legion and the Fusiliers in charge of Capt. James Leo Moley. Patrick J. Anglin directed the grand march. Dancing continued until after midnight.

Congratulations on the success of the affair were tendered the officers headed by President Daniel J. Gillen. The other officers are: Financial secretary, Henry Drury; vice-president, Edward Connors; secretary, Thomas J. Walsh, and treasurer, James R. Norton.

TRANSCRIPT 2/21/30 New Boilers

Advised for Long Island

Technology Experts See Dangerous Conditions in Recently Installed Plant

Replacement of the five boilers installed within a year or so for the heating and lighting of the Long Island Almshouse and Hospital is advised by E. E. Miller and A. B. Smith of the Massachusetts Institute of Technology, in a report to Mayor Curley, as the result of an investigation of the "bagging" in two of the boilers, discovered two weeks ago.

Accompanying the report of the experts is one by John J. Lydon, acting commissioner of the Institutions Department, who declared that in his opinion the "lives of the employees in the boiler room are being jeopardized by the present system, and there is serious danger of an explosion, which might result fatally to the inmates of that institution."

The Technology experts have much to say of the present boiler system and the defects discovered in the two boilers by oil collecting on the plates. "Should these bags break through and release the water in the boilers, a disastrous explosion would result," they say. "The reason for this bag occurring is that the place under the spot where the oil had accumulated becomes heated to a dull cherry red."

"The strength of the plate is reduced practically one-half when heated to a dull cherry red. As the plate begins to stretch, frequently the water gets under the scale, which is dislodged and cools the plate in time to prevent explosion. You were fortunate enough in the case of your two 84-inch boilers to have this condition of things occur. We feel that this type of boiler should never have been installed. What you should have used was some form of water-tube boiler. With a water-tube boiler, if oil collects, you may burn out a tube which is a small item with no danger of anything resulting."

The experts found that the three remaining boilers were carrying an overload on Thursday with the temperature around 60 degrees. The pulverized coal equipment seemed to be giving excellent results as far as combustion was concerned. The appearance of the flame would indicate that the burners were in every way satisfactory. With powdered coal, as with oil, it is possible to burn coal at a much more rapid rate than was ever possible with hand-firing, the experts say, and a boiler can be crowded with this type of fuel easily to 500 per cent without a fireman realizing what a load he had put on the boiler.

"With this type of boiler much crowding is absolutely dangerous and we believe it is not safe for oil or powdered coal to be used, especially as you are returning oil in the condensate which goes back into the boiler as feed water. It is our suggestion that as soon as you get the two 84-inch boilers in condition you put them on the line and run the five burners as moderately as possible; that you use as little oil as you possibly can in your steam-driven equipment which is exhausting into the heating system and that the boilers be laid off in rotation once a week and washed out.

"We would recommend that you replace the two 84-inch boilers as soon as your steam load is light enough to enable you to do so, with a water-tube boiler properly set for burning powdered coal and that after this boiler has taken the load, you then replace the three 66-inch boilers with such type of water-tube boilers as you can get in this restricted vertical space."

POST 2/22/30

CITY HALL NOTES

To replace the wooden schoolhouses of the city with fireproof buildings providing a seat for every pupil, Mayor Curley late yesterday appealed to the Legislature for authority to issue bonds for raising \$15,000,000 in the next three years.

This year he would raise \$2,500,000 out of the tax rate, making \$7,500,000 to be spent this year and leaving \$5,000,000 for next year and a similar amount for 1932, at the end of which time there would be sufficient schools to meet the needs of the city.

Soldiers' Relief Commissioner John J. Lydon, of South Boston, was reported as improved last night at the City Hospital, following a sudden attack of illness. It was said he would be able to return to his duties at City Hall, probably Monday.

GLOBE 2/23/30

BUSY EXECUTIVES WILL "SELL" BOSTON C. OF C.

Organization to Conduct Intensive Membership Drive—Week of March 2 to 7



CHARLES E. WARE JR

Is the Boston Chamber of Commerce, with its manifold activities in behalf of New England, taken too much for granted? Have the business men and citizens of the Metropolitan Boston, generally, become so accustomed to the organization and its effective carrying on that they have ceased to feel any concern about it or any obligation toward it?

Apparently, the supervising executives and other active officers of the Boston Chamber of Commerce believe that the organization is taken for granted by some. Hence, a Boston Chamber of Commerce Week, to be held March 2 to 7, inclusive, during which the Chamber and all its activities; the high place it occupies in the business life of New England and its need of more substantial support in the form of a greatly increased membership will be kept constantly in the public mind for one week.

More than 500 members, representative of the leading business executives of Metropolitan Boston, will pledge themselves to devote one hour apiece during the enrollment period, March 4, 5 and 6, to the job of "selling" the Chamber of Commerce, setting forth its value and aims and "inviting" others to become members.

Official Assignment

Here is the official assignment which every worker will assume during Chamber of Commerce Week:

"I offer to devote one hour a day, in the morning if possible, or a total of three hours during the period, March 4, 5 and 6, to talk the message of the Boston Chamber of Commerce in the expectation of securing at least two

new members. When I complete this stunt, I am to be honorably discharged. This is my contribution to the success of Boston Chamber of Commerce Week."

In order to enlist the business executives of the city as workers, the assignments have been divided into five divisions with someone definitely



MELVILLE D. LIMING

responsible to secure 100 percent enlistment in his division.

Division 1 includes each member of the committee on membership pledged to recruit 10 workers. Division 2 includes members of the board of directors. Division 3 includes members of all 1929-1930 committees of the Chamber.

Division 4 is of unusual interest, since it includes all the "Exes" of the Chamber; ex-officers, ex-directors and ex-committeemen. The job of recruiting this division is to be placed in the hands of ex-presidents of the Chamber. Division 5 takes in the balance of the Chamber membership, not included in the other divisions.

The program committee has been assigned to the task of laying out a working program for the entire week, assigning a time and place for each activity, securing speakers and generally supervising matters.

To Publish "Special News"

While the field workers are busy carrying the message of the Chamber of Commerce everywhere and procuring new members, other members of the organization will be busy on the radio and in many other ways. Copies of the Boston Chamber of Commerce Special News will be distributed to every Chamber member and prospect during the period.

An interesting feature of the drive will be a bulletin board to be placed in the main dining room of the Chamber on Federal st. The names of the workers will be listed here and as an application for membership is received, the member presenting it gets a red star opposite his name. Two stars indicate that a member has completed his stunt.

Billboards, electric light signs, ban-

ners, street car posters, in subway and on Elevated will be used to carry the message of Boston Chamber of Commerce Week to the public. Addresses before service clubs of the Metropolitan area will be another feature.

Announcement of the observance will be made over station WNAC on Feb. 25 and March 1 at 7:10 and 7:14 p. m. Frederick A. Carroll, vice president of the National Shawmut Bank, is to speak over station WBZA, Wednesday, Feb. 26, at 6:30 p. m.

N. E. Peterson, industrial statistician of the First National Bank of Boston will speak on the Chamber of Commerce at a meeting of the Lions Club, Wednesday, Feb. 26, and Joel W. Eastman, chairman of the speakers' bureau will deliver a similar address before the Kiwanis Club, Tuesday, March 4.

Series of Luncheons

A series of luncheons will be held at the Chamber of Commerce during the week, when reports of progress will be made to the workers and others. There will be a special victory luncheon for all workers, Friday, March 7.

On March 20, a meeting of all the new members secured during the drive will be special guests at a meeting in the main dining room of the Chamber. The new members will be formally introduced to the Chamber.

Another feature will be an exhibit, depicting activities of the chamber. The main exhibit will be shown on the 13th and 14th floor of the Chamber of Commerce and window space in various parts of the city have been leased for displays.

Throughout Chamber of Commerce Week an appeal is to be made to business men to become members on the ground that such membership is an opportunity for civic service rather than personal gain. Prospects are to be "invited" to join, not solicited. The officers point out that today the Boston Chamber of Commerce has a greater opportunity to render service and to pay dividends. They wish Metropolitan Boston to know about it.

J. Weston Allen Chairman

J. Weston Allen, prominent attorney and ex-Attorney General of the State, is chairman of the general committee in charge of organizing Boston Chamber of Commerce Week.

The vice chairmen include Gov. Frank G. Allen, Mayor James M. Curley, Robert Amory, Senator Gaspar G. Bacon, Robert D. Brewer, Howard M. Briscoe, Walter S. Bucklin, W. Irving Bullard, John R. Chapin, Howard Conoley, Ex-Gov. Channing H. Cox, Walton L. Crocker, Carl P. Dennett, Carl Dreyfus, Ex-Mayor John F. Fitzgerald, Allan Forbes, Gerrit Fort, Edward J. Frost, Postmaster Charles E. Gow, Herbert K. Hallett, W. P. G. Harding, N. W. Hawkes, Francis R. Hart, Henry I. Harriman, James Jackson, George B. Johnson.

Also in the list of vice chairmen are: Matt B. Jones, Henry P. Kendall, Louis E. Kirstein, George C. Lee, Maj. Gen. Edward L. Logan, John R. Macomber, Robert W. Maynard, George R. Nutter, P. A. O'Connell, Thomas N. Perkins, Ex-Mayor Andrew J. Peters, Allan L. Priddy, John Richardson, Bernard J. Russell, Stephen W. Sleeper, Frederic S. Snyder, Philip Stockton, Dr. S. W. Stratton, George H. Swift, Bowen Tufts, Eliot Wadsworth, Edwin S. Webster, C. F. Weed, Henry Whitmore and Joseph Wiggan.

The executive committee comprises J. Weston Allen, chairman; Harrison Brown, Francis R. Clark, Spencer S. Dodd, Joel W. Eastman, Albert G. Ferguson, William J. Fortune, E. C. Johnson, V. W. Kenney, Maj. Gen. Edward L. Logan, Lee E. Roseman, A. E. Thompson and Fred Vorenberg.

CITY'S BIRTHDAY PARTY PLANNED

Sept. 16 Celebration to Be Outstanding in Tercenary Program

'BOSTON WEEK' ENDS MUNICIPAL EVENTS

By JAMES GOGGIN

Boston will make the celebration of its 300th birthday, Sept. 16, one of the outstanding events of a long series of municipal observances of the tercentenary.

"Boston week" will extend from Sept. 14 to the 20th of the month, it is tentatively planned by the tercentenary committees of which John F. Fitzgerald is chairman. It will climax the official city of Boston participation in the celebrations of the year.

Though details have not been arranged the tercentenary committee plans to work every public holiday into the Boston program and especially such holidays as Evacuation day, March 17, Bunker Hill day, June 17, Patriots' day, April 19 and the Fourth of July, which have direct relation to early historical events.

DESIGNED SEAL

J. Philip O'Connell, director of public celebrations, made known yesterday what the Boston tercentenary committee is doing and what it aims to do in coming months. He has already designed an official seal. It has as the central point, a modernized form of the city seal, showing the trimountain of the early days and the coming city rising as in a vision in the background. It is circular in shape and above the seal in bold type are the words "Boston Calls" while below appears "You for 1930."

Director O'Connell reports that the Boston committee is working in co-operation with the Massachusetts Bay Tercentenary, Inc., the conference of city and town committees, the chamber of commerce and the state commission.

While Boston will concentrate upon its own week of celebrations, the Boston committee will maintain close contact with state and outside commissions and conferences that there shall be no duplication of effort or confusion about the state wide program.

PLANS FOR TOURISTS

"Ample time," said Director O'Connell, "will be allowed for visitors during Boston week to inspect the rich abundance of places of historic and civic as well as educational and recreational attractions in Boston and its immediate vicinity. And ways and means to take care of the anticipated inflow of additional summer tourists forms an important item in our plans.

"Parades, pageants, dedications of memorials, meetings, receptions, sports

on land and water and in the air, organized tours, official ceremonies in varied forms, plus the important business, trade and industrial features will be certain to make the tercentenary season one to be remembered for many years."

Boston's special program will extend from early June through Sept. 20 and Director O'Connell believes that by that time the people will appreciate a rest until the American Legion convention in October is signalized by a public program of an entirely different character.

The Boston committee is anxious to have the residents of the city become tercentenary minded. Mayor Curley is determined that there shall be no "exclusive" features.

TO DEDICATE MEMORIAL

One of the features already definitely arranged for is the dedication Sept. 16 of the memorial to the founders of Boston on the Common.

The marking of historical sites in Boston is progressing satisfactorily and before the first tercentenary visitors arrive, every important site will either be permanently marked or designated by a temporary marker. It is probable that all of the markers will be illuminated at night.

The first of these site marking ceremonies will be held Evacuation day, when the tablet designating the spot where the British stepped off from Boston, will be located at the foot of State street.

The metropolitan district commission has assured the state and Boston committees that Nantasket Beach and Revere Beach, which are expected to attract hundreds of thousands of visitors, will be ready to receive them at the opening of the summer season.

"Whether we have 10,000,000 people pass through Boston and the state or half that number, we are assured of the busiest summer in our history," said Director O'Connell. "Mr. Fitzgerald's committee must make up for much lost time so that the events for the visitors will be ready and I am confident that the fine committee under such leadership will meet all the exacting requirements. It behooves any who have not waked up to what is going on to do so immediately. A speaker has well said that this anniversary is one of those rare occasions in which all may cheerfully and profitably join."

CURLEY ON TRAIL OF \$40,000 LEAK

A leak in the refuse collecting department of the city since 1925 with an estimated loss to the city of \$40,000, due to "the carelessness or corruption of city employees," has caused Mayor Curley to order Joseph A. Rourke, the new commissioner of public works, to make a sweeping investigation, it was reported yesterday.

The mayor is acting, it was said, on information given by the finance commission.

\$40,000 LEAK IN REFUSE DIVISION

Mayor Orders Investigation Of Shortage Found by Fin Com

COLLECTION INCOME FALLS OFF 38 P. C.

In a letter to Joseph A. Rourke, commissioner of public works, yesterday, Mayor Curley asks a thorough investigation be made into a disclosure by the finance commission of a \$40,000 leak in the refuse collection division of the department of public works.

Mayor Curley declares in his letter the leak must be plugged in order that "the revenues of the city may be safeguarded and the tax rate prevented from reaching prohibitive figures through the carelessness or corruption of employes of the city."

The decrease is in no way laid at the door of Rourke, who was commissioner of public works during the last Curley administration, for the report of the finance commission to Mayor Curley states the loss of revenue is 36 per cent. from the maximum received by the city during the last year of Rourke's previous term as commissioner.

Mayor Curley cites that the custom of charging commercial producers of refuse for collection made by the city was inaugurated in 1911 and that the figures published by the finance commission do not indicate there has been any substantial reduction in the amount collected.

The 1928 figures, used as a comparative basis with the year 1923 figures, the letter states, show that actual tonnage collected in 1928 was in excess of that collected in 1923, despite the fact that the receipts for 1928 are \$29,000 less than the receipts for 1923.

"There is nothing to indicate that the collection of commercial refuse by private contractors has increased since 1925," Mayor Curley's letter read, "and notwithstanding the fact that 10 per cent. more men are employed by the city in the sanitary department the reduction in revenue received and ultimately reaching the office of the treasurer is 38 per cent. less than it was in 1925."

"It would, in my opinion, be advisable to institute a thorough investigation at once with a view to determining the reason for the falling off in revenue and the ways and means which may be adopted for bringing to account those responsible, thereby 'plugging a leak' that never should have been permitted to develop."

POST 2/23/30

Massachusetts Ave. Association Dances



The need for going ahead with investments and forward-looking business projects to overcome the effects of the stock market crash was stressed last night by speakers at the fifth annual banquet and dance of the Massachusetts Avenue Association, held at the Hotel Kenmore. Speakers included Judge William H. McDonnell, Lieutenant-Governor Youngman, Councilman Seth Arnold, Joshua Atwood, chief of the engineering department of the city of Boston, and Albert A. Sutherland, president of the association.

Judge McDonnell struck the keynote of the meeting when he urged the business men, particularly the merchants, to work up a spirit of optimism and to stop shying at shadows. A bouquet of roses was given to Miss Catherine Gannon, retiring treasurer of the organization. Entertainment features were furnished by Miss Lillian Gorman, soprano, and Billy Murray, comedian. Many members of the Oliver Ames, Jr., Post of the American Legion, which is a member of the association, were present.

An expression of sympathy, suggested by Assessor James H. Phelan, was given by the 300 men and women present, who stood a minute in silent tribute to Mrs. James M. Curley, wife of the Mayor. Myer Moskow, former president of the association, and one of its guiding spirits, was the presiding officer.

BOSTON TO CELEBRATE SEPT. 14-20

Tercentenary Plans Are Rounding Into Form

Definite plans for Boston's Tercentenary celebration were announced late yesterday at City Hall by Director of Public Celebrations J. Philip O'Connell, following the weekly meeting of the executive committee, which voted to observe as "Boston Week" from Sept. 14 to 20.

SEAL ADOPTED

Although the committee got away to a late start on the programme, much progress has been reported by former Mayor John F. Fitzgerald, chairman of the Boston committee.

An official seal for the Boston Tercentenary has been adopted and will be issued in about a week. It has as the central item a modernized form of the city seal, showing the trimountains of the early days in the foreground and the coming city rising as a vision in the background. The slogan of the seal will read "Boston Calls You for 1930."

The committee also voted to hold a special observance March 17, by erecting a memorial Evacuation tablet of bronze to mark the departure of the British troops from Boston, at the foot of State street. This will be but one of 40 permanent tablets which will be erected this year in conjunction with the Tercentenary celebration to mark historic sites, selected by a special commission headed by Chairman Walter Gilman Page.

The city authorities will lend their aid to the State committee in the celebration July 15, when President Hoover is expected to come here.

Parades, pageants, exhibits, dedications of memorials, meetings, receptions, sports on land and water and in the air, organized tours, official ceremonies in varied forms, important business, trade and industrial features, will be used to make the season of celebration long remembered, Director O'Connell explained.

"Whether we have 10,000,000 people passing through Boston and the State, or half that number, we are assured of the busiest summer in our history," the director stated, praising the work being done by former Mayor Fitzgerald and his committee.

Q20 BE 2/23/30

CURLEY BACKS SCHOOL OUTLAY

Approves \$17,500,000

Fund for Buildings

Will Ask Legislature for
\$15,000,000 Loan

Return to Old Practice of
Municipal Bonds

A three-year public school building program calling for the expenditure of \$17,500,000, was agreed upon at a City Hall conference yesterday of Mayor Curley and members of the School Committee, the new Schoolhouse Commission, and the board of apportionment of the School Department.

As a result of the decision, Mayor Curley said that in a few days he will ask the State Legislature for authority to borrow \$15,000,000 to finance the contemplated construction program.

Of the total estimate, \$2,500,000 will be raised by taxation this year.

At the conference Mayor Curley told the school authorities that he was of the belief that serious thought should be given to a return to the loan policy on school lands and buildings until the school building plant is where the annual requirements will be those caused by the normal increase in school population and the obsolescence of buildings.

Back to Old Policy

The contemplated action of Mayor Curley in going before the Legislature to ask authority to borrow money needed for school building, indicated that the city was returning to the old practice of issuing municipal bonds which would spread the expenditures over a period of years. This discards the pay-as-you-go policy on school land and building appropriations adopted in 1916.

Mayor Curley said that the adoption of the pay-as-you-go policy at that time was because the school building expense was yearly recurrent, and so long as the increase in requirements was normal each year, it seemed advisable to meet it from the current taxes.

The Mayor said that to carry out the plan of providing a seat in a permanent building for every child, if paid for immediately, would entail too great a burden upon the taxpayers.

\$7,500,000 This Year

It is understood that the Mayor and school authorities were in accord for expenditures this year of \$7,500,000, and \$5,000,000 during 1931 and 1932.

Mayor Curley believes that after 1932 the school construction expenditures can be restricted to \$2,500,000. The need of additional school facilities is pressing, he says.

The Mayor would replace the wooden schools in Hyde Park and Dorchester with modern brick structures and take care of the high school needs in the next three years, after which the efforts of the schoolhouse commissioners could be concentrated on the schools of lower grade.

COMMISSION ORDERS CHANGES IN TRAFFIC

Water st, between Washington and Kilby st, will hereafter be a one-way thoroughfare, as will Cliff st, Roxbury, between Washington st and Warren st.

The privilege of parking on both sides of River st, Mattapan, northeast of Blue-Hill av, has been restored. These changes were authorized yesterday by the Boston Traffic Commission.

URGE NEW HEATING PLANT AT HOSPITAL

Experts Advise Replacing
at Long Island

City Officials Defend Work of J. P.
Dwyer Company

As a result of an examination, E. F. Miller and A. S. Smith, Technology engineers, have recommended that the entire heating plant at the Long Island Hospital be replaced.

The examination was made at the request of Capt John J. Lydon, acting institutions commissioner, following trouble with the apparatus more than a week ago.

The Technology experts express the opinion that the type of boiler now in use should never have been installed and that it is unsafe to use powdered coal or oil under the present boilers.

Profs Miller and Smith recommend that the two larger or 84-inch boilers be replaced as soon as the steam load is light enough to enable this change, and that water-tube boilers properly set for burning powdered coal be installed.

After the load is transferred to the 84-inch boilers the experts recommend that the three 66-inch boilers be replaced with such type of water-tube boilers as can be installed in the space.

City officials who have been interested in the heating situation at the hospital came to the defense of the J. P. Dwyer Company, heating contractors, who installed the boilers and pulverizers, explaining that the equipment used was of high grade and the installation first class.

They pointed out that the contractors had nothing to do with selecting the type of boiler or accessories such as the mechanical pulverizers, to be installed; that the contractors simply followed plans and specifications, and they were not responsible for any trouble that arose after the installation was approved by the boiler inspectors at the completion of the work more than a year ago.

MAYOR URGES CUT IN FERRY RATES

Hears Present Charges
Hurt East Boston

Sees Time Enough to Boost Fares
With Bridge or Tunnel

A 50 percent or even greater cut in some cases in the present schedule of rates on the East Boston ferry is suggested as advisable by Mayor Curley in an order which he said yesterday he would send to the City Council next Monday with the recommendation that it be adopted.

Mayor Curley said the business interests of the East Boston district are of the belief that the present rates are a detriment to business. He said the returns as a result of the schedule of rates in effect since last Jan 1 have not been so great as was anticipated, and there has been a 40 percent decrease in vehicles using the ferries.

Mayor Curley believes it unfair to require persons using the ferries to pay increased toll rates since there is no prospect of either a tunnel or bridge at the present time. He thinks it is time enough to consider the effects of competition when either the tunnel or bridge is in operation.

Mayor Curley will submit the following schedule of rates to become effective April 1, in event of approval by the City Council:

PASSENGERS		
	Proposed rates	Present rates
Foot passengers.....	1 Cent	No change
VEHICLES		
One or two-horse vehicle with driver.....	5 Cents	15
Three or four-horse vehicle with driver.....	10 Cents	25
Passenger automobile with driver and one passenger.....	10 Cents	20
Motor truck, six tons or less, with driver.....	15 Cents	20
Motor truck, over six tons, with driver.....	20 Cents	30
Auto bus with driver.....	20 Cents	30
Motorcycle with driver.....	5 Cents	10
Trailer.....	10 Cents	20
MISCELLANEOUS		
Hand cart, or wheelbarrow and man.....	5 Cents	10
Horse and rider.....	5 Cents	10
Horse and cattle, each, with attendant.....	5 Cents	10
TICKETS FOR VEHICLES		
Tickets in strips of 10 to be sold at a reduction of 20 percent. Tickets now sold in strips of 20.		
FUNERAL PROCESSIONS		
Funeral processions pass free of tolls. Free transportation on ferries on Fourth of July limited to foot passengers.		

WARD 8 TAMMANY CLUB HOLDS 29TH ANNUAL BALL

The 29th annual ball of the Tammany Club of Ward 8, Roxbury, was held last night at the Elks Hotel, with prominent Democratic leaders in attendance. The committee in charge consisted of Asst Dist Atty Daniel J. Gillen, president of the club; John J. Curley, James E. Norton, Henry Drury, Thomas J. Walsh, James Burns and Patrick J. Sullivan.

TRAVELER 2/24/30

Curley Would Spend \$3,000,000 on Airport

Mayor Curley, speaking in favor of his bill which would allow Boston to borrow a sum equal to 3 per cent. of its total property assessment, appeared before the legislative committee on municipal finance today and said he was prepared to spend as much as \$3,000,000 or more to make the East Boston airport one of the finest in the world.

GENERAL MOTORS DEAL

Curley declared that he was negotiating with the General Motors company which is planning construction of 40-passenger transatlantic ships crossing the ocean in 2½ days. He did not go into detail concerning the construction of the ships.

The mayor also favored a bill to allow the city to appropriate money for conventions and the entertainment of distinguished guests. He said the 500 conventions coming to Boston this year would mean \$20,000,000 to banks

and hotels and \$140,000,000 to the general business of the city. He also spoke in favor of his bill to allow the city to spend more than \$1,000,000 a year on sewers. He said that \$1,000,000 a year was insufficient.

CALLS FOR TAXI PROBE BY COUNCIL

Declaring that an unseen hand interested in taxi privileges in this city has succeeded thus far in killing three similar investigations, Councilman Robert Gardner Wilson, before the city council, today demanded that a committee of five councilmen "who won't lay down" be appointed to probe the renting of sidewalks in front of hotels, buildings and other structures to private taxi companies.

TRANSCRIPT 2/24/30

Under the Mayor's Window

Boston recently witnessed the sixty-ninth semi-annual clean-up of the crowd of loafers and petty speculators who obstruct the sidewalks roundabout City Hall. The customary arrests were made, and an appearance of discipline became, for the time being, established. Bostonians are disposed to believe that Mayor Curley intends to make this order permanent, but they certainly will not believe it until they have seen proof. Clean-outs of this kind have occurred every six months for many years. The idlers and sidewalk-realtors are driven away for a few hours, but soon return. The only difference is that the crowd has grown steadily larger, and that with Boston's increasing traffic the number of busy men and women passing through City Hall avenue and finding their way obstructed there by the loafing and trading gang has likewise grown steadily larger. In short, under present conditions of traffic, the obstruction has become an intolerable nuisance.

Without doubt the police can keep the vicinity of City Hall permanently in good order, showing a proper regard to the rights of pedestrians to free passage along the sidewalks and also some respect for the dignity of City Hall as the seat of the government of a large modern city. The only need is instructions from the mayor which show that he means business.

AMERICAN 2/24/30

'Rat Catcher' Listed on City's Payroll

Occupations of the 19,268 employees of the City of Boston range from address printer to yardman,

and include many occupations, hazardous and otherwise.

Those listed include "animal technician," "rammer," "rat catcher," "gauze sorter" and "grave digger," according to an analysis of the 486 page payroll book for the City of Boston, by the civic bureau of the Boston Chamber of Commerce.

The analysis discloses the fact that the 1929 payroll for Boston was \$36,000,000 or 51 per cent of the total warrant for city government.

On June 1, 1929, the city government of Boston had 19,268 paid employees, equal to the entire population of the city of Woburn. In addition, there were 1011 employees of Suffolk County who are paid by the City of Boston.

City of Boston is among largest employers in New England. General Electric employs 22,500; New England Telephone and Telegraph 22,000; Boston & Maine 21,000; Boston Elevated 8500. Commonwealth has 13,500 permanent employees and several thousand additional temporary employees.

GLOBE 2/24/30 PM

TRANSCRIPT 2/24/30

CURLEY ASKS INCREASE IN HUB'S DEBT LIMIT

Tells Legislative Committee It Would "Enable Boston to Take Place in Sun"

In one of those trips which he referred to as "annual pilgrimages" to the Legislature, Mayor James M. Curley appeared before the Legislative Committee on Municipal Finance this morning to ask for the passage of a bill that would enable Boston to "take its place in the sun," a bill that provides for an increase in the debt limit from 2½ percent of the assessed valuation to 3 percent.

Relating to the committee the many improvements and progressive steps taken by other cities of the country; steps that have enabled them to surpass Boston in industry, art and commerce, Mayor Curley asked for passage of this bill so that Boston, too, may progress. The Mayor argued that if Boston is allowed to increase expenditures within the debt limit, the city will not have to make these "annual pilgrimages" in the future.

The Mayor favored his bill over one heard at the same time by the committee, filed by Pres Garspar G. Bacon of the Senate. Senator Bacon proposed a bill that would allow cities to borrow outside the debt limit when approved by a majority of the voters on a referendum. Mayor Curley preferred the increase within the debt limit.

Cites Benefits

The Mayor cited to the committee the benefits that had followed the doubling of the Philadelphia borrowing capacity, including such advantages as harbor facilities 40 miles from the Atlantic that had made it possible for Philadelphia to exceed Boston in exports. He also cited the Philadelphia park system, boulevards, subway and art museum. Advantages obtained in similar fashion by St. Louis and San Francisco also were cited with the comment from the Mayor that the voters invariably approve such expenditures.

Explaining his plans for an increase in the number of branch libraries, police and fire stations, increased port and airport facilities, health measures, sewers and streets, the Mayor stated

that this legislation is imperative. He estimated that it would cost \$120,000,000 to put Boston's streets in the same condition as State highways in the towns of the State. If the State were to spend moneys on city highways, the conditions would be different, the Mayor argued, but since there is no parity between cities and towns in this respect the Mayor asked for legislation necessary to equalize affairs.

A dirigible port for Governors Island was one of the progressive steps pictured before the committee and the Mayor said that today he had two men in Washington conferring on the establishment of such a base in Boston. "We're going after that business," he said, teiling of construction plans for new air liners.

Equitable Tax Distribution

In answer to a question of the committee on the possibility of higher tax rates if the Mayor's program of expansion is carried out, Mayor Curley said that he favored a more equitable distribution of Governmental costs than that which now exists in which real property pays 90 percent of the costs. The Mayor stated that it was practically an impossibility because of the strength of interests which have caused the present distribution. He related a legislative battle a few years ago in which National Banks sought a \$14,000,000 abatement from the State. A compromise was effected, according to the Mayor, by which the National Banks received \$3,500,000. Mayor Curley argued that if the banks were entitled to anything they were entitled to \$14,000,000. He maintained that they were not entitled to the \$3,500,000 which the Legislature ordered and to which act the Governor at that time signed his name.

The Mayor was assisted by Corporation Counsel Samuel Silverman and City Auditor Rupert S. Carven.

Mayor Bates of Salem appeared in opposition to Mayor Curley's bill. Municipal debts present an "appalling situation," according to Mayor Bates, and he argued for the adoption of the "dav-as-vou-go" policy.

One City Employee to 29 Residents

According to an analysis of the 486-page payroll book for the city of Boston, just issued, the 19,258 names listed are in the ratio of one to twenty-nine residents eighteen years old and over, this ratio having increased from one to thirty-five in 1910.

The city's employees, according to a report issued today by the Civic Bureau of the Boston Chamber of Commerce, equalled in number the entire population of the city of Woburn. In addition, there were 1011 employees of Suffolk County who are paid by the city of Boston.

The 1929 appropriations to pay the city and county employees was \$36,000,000, which was 51 per cent of the total warrants for the city Government.

"City of Boston is among largest employers in New England. The General Electric Company employ 22,500; New England Telephone & Telegraph Company, 22,000; Boston & Maine Railroad, 21,000; Boston Elevated Company, 8500. The Commonwealth has 13,500 permanent employees and several thousand additional temporary employees."

The occupations of the city employees range the alphabet from "address printer" to "yardman." Employees of fire, police and school departments account for 10,715 of the total of 19,268. In the professions, there are doctors, lawyers, engineers, musicians. Every conceivable trade, including cooks, auto mechanics, plumbers, painters, printers, blacksmiths, wheelwrights, carpenters, steamfitters, bookbinders, electricians, upholsterers, are represented.

There are such unusual occupations as elephant attendant, rat catcher, moth destroyer, tree climber, gauze sorter, scytheman, marble rubber, grave digger, animal technician, armorer, whitewasher, rammer, adjuster of life-saving apparatus.

AMERICAN 2/24/30

City Hires 19,268

Boston's payroll book, according to an analysis made by the Civic Bureau of the Boston Chamber of Commerce, reveals that the city has 19,268 employees.

One in every 29 residents of Boston over 18 years of age is a city employee, and here are some of the jobs they hold: Elephant attendant, moth destroyer, tree climber, gauze sorter, scytheman, marble rubber, grave digger, animal technician, armorer, whitewasher, rammer and adjuster of life-saving apparatus. The 1929 payroll was \$36,000,000.

Curley Fights Almost Alone for City Fund

Business Interests Desert Him in Appeal for Convention and Hospitality Cash

There is a popular song by Irving Berlin entitled "All Alone." If Mayor James M. Curley was ever tempted to sing it he was so tempted before the legislative Committee on Municipal Finance today. For he appeared there absolutely without a vestige of support from hotel or business interests in favor of his bill to permit the city to spend money for the entertainment of distinguished guests and for the use of conventions.

Prior to three years ago the city annually set aside a contingent fund to be applied to such purposes. The Finance Commission complained that there was no warrant in law for such expenditures, and the attorney general so ruled. Since that time both Malcolm E. Nichols and Mr. Curley have been obliged to take money from their own pockets when they desired to extend the hospitality of the city to visiting guests. A case in point was the entertainment extended the visiting governor of Michigan ten days ago.

Mayor Curley's bill, House 908, provides for no particular contingent fund, but the mayor indicated that if given the privilege of spending the money, as in the past, no mayor would overstep the bounds of propriety. The city had spent as much as \$75,000 a year for such purposes, especially in the days of the war when distinguished personages from abroad came to Boston as well as to other cities. Furthermore, owing to the keen competition throughout the country for conventions, it seemed to be absolutely essential that a fund should be in hand to encourage such visitations.

Corporation Counsel Samuel Silverman explained to the committee that the Finance Commission in pointing out the absence of law which would sanction such expenditures, made no statement that it considered the practice questionable, and the mayor, asserting that he wished to do his share toward attracting visitors to Boston in the tercentenary year, remarked that a fund would react more favorably for the city.

More Borrowing Capacity

The hearing was one of unusual interest to the committee because of the mayor's lengthy discussion of municipal conditions on the hospitality and convention bill and on that which would permit cities and towns to borrow inside the debt limit up to 3 per cent of the average valuations of the taxable property or the three preceding years. Under the present system Boston can borrow annually about \$5,700,000 within the debt limit. So far this year provision has been made for the expenditure of almost all of that amount, so that unemployment may be relieved and the industrial situation improved. Years ago the borrowing capacity might have been adequate, but with the increasing demands of the citizens for extended service more money must be provided.

Mayor George J. Bates of Salem opposed the mayor's argument, telling the

committee that the debts of municipalities show an "appalling situation" with a total of over \$287,000,000 outstanding, on which interest charges mean \$13,000,000 annually. The time had come, he asserted, for cities and towns to adopt the 'pay as you go' policy that had proved so beneficial to the State.

The hearing on the mayor's bill followed that on a bill filed by President Gaspar G. Bacon of the Senate, providing that cities and towns be permitted to borrow in excess of the present limits of indebtedness when approved by two-thirds of the registered voters. But he considered that restriction as excessive and was willing to amend the bill so as to require only a majority vote for approval. President Bacon thought it not the function of the Legislature to pass on projects that concern municipalities primarily. Last year thirty-six special bills had been passed on the limit of indebtedness desired.

Mayor Curley thought his bill much broader and, furthermore, he did not consider it proper to make the subject of borrowing money contingent upon a referendum, as it is a recognized fact that people usually vote "yes" on such references.

The mayor ranged over a wide variety of topics in his business appeal. Touching the textile situation, he declared his opinion that it would come back, but as for starvation, "you can't relieve it by a policy of negation." Real estate was called upon to bear too high a burden of government, and something should be done to revise the taxation laws. Men out of work are storming the city halls of large cities, but they have not done it in Boston. "We want all the business in Boston that we can possibly get," the mayor added. "To get it we must be men of vision. We want the conventions that leave so much money in their wake. We can now handle the greatest conventions that are held, with our convention halls and our new hotels. We must have some money to spend where needed."

That 500 conventions are scheduled to be held in Boston during the tercentenary year, was the mayor's message. Among the largest are those of the American Legion and the American Federation of Labor. All of them will represent \$140,000,000 to the city, and they will be here, the mayor added, when business is stagnant. Every branch of business will feel the impetus which the visitors will furnish.

Mr. Silverman, speaking for the bill, declared that the measure was drafted by Tax Commissioner Henry F. Long.

Joseph J. Cabral, acting legislative agent, placed the State Federation of Labor and the Boston Central Labor Union in favor of the bill. D. J. Haverty, State adjutant, American Legion; Mayor George J. Bates of Salem, Mrs. Charles W. Parker of Brookline and the Women's Relief Corps were also recorded in favor.

Daniel McCauley of Revere opposed the measure as a "ridiculous proposition."

The mayor also spoke for his bill striking out the \$1,000,000 limitation on the annual appropriation of the city for sewerage works in the present law. The mayor's bill would provide for the appropriation of such sums as recommended by the commissioner of public works and approved by the mayor.

Commissioner of Public Works Joseph Rourke said the present limit is very embarrassing to the commissioner as he never can find enough money for sanitary service and other work.

"The limit of \$1,000,000 is wholly inadequate," the mayor declared. "I think it should be removed." He then pointed out that it is going to take \$750,000 to complete the sewerage system in the Germantown section of Boston and \$1,300,000 to complete closing in of the Stony Brook sewer.

19,268 on Hub's Payroll; Draw \$36,000,000 a Year

Occupations of the 19,268 employees of Boston range from address printer to yardmen, and include such occupations, hazardous and otherwise, such as "animal technician," "rammer," "rat catcher," "gauze sorter" and "grave-digger," according to an analysis of the 486-page pay roll book for the city of Boston just issued. The analysis was made by the civic bureau of the Boston Chamber of commerce, and is contained in its latest issue of a "Special Bulletin" published today.

The analysis, which discloses the fact that the 1929 pay roll for Boston was \$36,000,000, or 51 per cent. of the total warrant for city government, is as follows:

"Officials and Employees of the City of Boston and County of Suffolk." A biennial publication of 486 pages, recently issued for 1929 by the city government, in accordance with city charter requirements.

Names all city and county employees, temporary or permanent, as of June 1; gives their addresses, compensations and dates of entry into city service. Popularly termed "the payroll book." Is in much demand among politicians and city employees, but is little known among others.

It is shown that on June 1, 1929, the city of Boston had 19,268 paid employees, a number equal to the entire population of the city of Woburn. In addition, there were 1011 employees of Suffolk county who are paid by the city of Boston.

The 1929 appropriations to pay these city and county employees was \$36,000,000, which was 51 per cent. of total warrants for city government.

Boston is among the largest employers in New England. General Electric employs 22,500; New England Telephone & Telegraph, 22,000; Boston & Maine, 21,000; Boston Elevated, 8,500. The commonwealth has 13,500 permanent employees and several thousand additional temporary employees.

CURLEY FERRY RATE CUT STRIKES SNAG

Council Passes Order, Then
Reconsiders It

Green Defends Charlestown as
Reward for Kidnaper Is Voted

Mayor Curley's order recommending that the toll rates on the East Boston ferry be decreased 50 percent, or even more, met with a snag in the City Council yesterday after the executive committee reported "ought to pass," and the Council passed the proposed schedule of the Mayor by a voice vote.

Councillor Robert G. Wilson of Dorchester, who was not in the chamber when the Council favored the adoption of the Mayor's order, moved for reconsideration when he learned the order had been acted upon.

Wilson said it was not a question of toils on the people of East Boston, but rather whether it was wise for the city to continue a ferry incurring an annual deficit of \$700,000.

Wilson promptly drew the ire of Councillor Timothy F. Donovan of East Boston, who demanded to know why the people of East Boston should pay a toll on anything when the people of the other districts of the city were not required to shoulder any such tax.

Donovan made it plain that he was not arguing for abolishment of the tolls at this time, but rather for the modification of a rate schedule that was too high. He said that the increase last Fall, which he fought with all his power, was more than 300 percent in some cases, and not justifiable.

For Reconsideration

Councillor Wilson is urging that the Council adopt his motion for reconsideration. Talking particularly to the new members of the Council he said the vote just taken was a complete overturn of the vote several months ago which increased the ferry rates beginning Jan 1 last. Wilson advised against hasty action and thought it was only fair that the Councillors should have before them the rate schedules of 1887, the so called Nichols' schedule and the schedule now proposed by Mayor Curley before they vote to cut the present rates.

Councillor Laurence Curtis 2d of the Back Bay agreed with Councillor Wilson that the Council should have the schedules of 1887 and 1930 and the proposed schedule for study before voting.

On the other hand, however, Councillor Herman Bush of Roxbury said there was no justification in asking the present high toll rates of East Boston, at least until either a tunnel or bridge is built, and in view of this he felt the request of the Mayor and Councillor Donovan for a moderate decrease was only a reasonable request.

The Council voted reconsideration and laid the matter over until the next meeting.

Defends Charlestown

Councillor Thomas H. Green of Charlestown rose to the defense of his district in the executive session of the Council while that body was considering action on an order of the Charlestown Councillor that Mayor Curley be authorized to offer a reward of \$500 for the apprehension of the assailant of three-year-old Dorothy Smith of Belmont st, Charlestown, who was kidnapped a few days ago and found in a swamp the following morning.

The Council passed Green's order.

Green protested what he called undue publicity given Charlestown recently. He charged that at least 90 percent of the crime committed in Charlestown was by people living outside the district. He praised the people of Charlestown as home-loving, law-abiding and church-going.

Green said that some people have an idea that certain foul conditions obtain in Charlestown, but this is not the case, he continued, as he spoke in glowing terms of Police Capt William W. Livingston's work since he has been in charge of Station 15.

Green felt that everything possible should be done by the city authorities to make the person guilty of attacking the three-year-old girl pay the price of justice. Councillor Bush of Roxbury urged passage of the order on the ground that no sum was too large to aid in the apprehension of the assailant.

Council acted favorably on the order of Councillor Green calling for the abolishment of all railroad grade crossings in the Charlestown district.

For New Highways

In the belief that the proper support would be most helpful, Thomas J. Hurley, chairman of the Street Commissioners, appeared before the Council and suggested that they attend the hearing at the State House tomorrow morning at 10 o'clock and urge passage of Mayor Curley's bill for authority to borrow \$10,000,000 for highway building in this city.

Chairman Hurley told the Councillors he had a list of 507 unaccepted streets and that the Public Works Department had a list of between 700 and 800 accepted streets in need of resurfacing or other construction. Of the total number of streets ready to be accepted when the city obtains right to borrow the money to begin construction, 186 are in West Roxbury and 112 in Dorchester, and the remaining 200 are scattered throughout the city.

Of the \$10,000,000 about \$4,000,000 would be expended for new highways and \$6,000,000 for reconstruction work. Chairman Hurley said it costs approximately \$10,000 to build each street.

Mayor Curley returned without his approval the order recently passed by the Council calling for the removal of a ledge at the Stanley A. Ringer Playground, Allston. The Mayor commented that there are so many pressing necessities confronting the city that he felt obliged to postpone action.

CATHOLIC UNION BALL, FEB. 26

Notable List of Honorary
Guests to Attend
Annual Affair

A list of prominent honorary guests, together with many ladies of Boston and vicinity as patronesses, promises to make the Catholic Union ball to be held Feb. 26 at the Copley-Plaza the most colorful and largest attended ball ever held by the union.

The following invited guests have signified their intention of honoring the occasion by their presence: Gov. Frank G. Allen, Lt.-Gov. William S. Youngman, Mayor James M. Curley, Gaspar G. Bacon, president of the Senate; Leverett Saltonstall, speaker of the House; Maj.-Gen. Preston Brown, U. S. A.; Col. John H. Hughes, chief of staff; Rear Admiral Philip Andrews, commandant 1st naval district; Mayor Richard M. Russell, Cambridge; Mayor Thomas J. McGrath, Quincy; Mayor John C. Murphy, Somerville; Mayor Michael C. O'Neill, Everett; Mayor Patrick J. Duane, Waltham; Thomas H. Robbins, consul for Belgium; Joseph C. Flammand, consul for France; Edward F. Gray, consul for Great Britain; J. M. B. Ferreira, consul for Portugal; Carl J. Johansson, vice-consul for Sweden; Pio Margotti, consul-general of Italy; Pelego G. Olaj, consul for Spain.

Among the list of patronesses are: Mmes. Frank G. Allen, Joseph G. Baxter, Oscar H. Boglee, Arthur J. Brady, Martin F. Carney, Francis A. Campbell, John B. Cassidy, John H. Cauley, Dennis E. Coleman, Frank E. Collins, George J. Cronin, John P. Curley, William J. Dooley, Edward J. Downey, Walter T. Durnan, Joseph Ecker, John O. Egan, George F. Fitzgerald, John F. Fitzgerald, William T. A. Fitzgerald, Charles J. Fox, Thomas J. Giblin, Thomas P. Glynn, Andrew J. Gorey, Joseph P. Grocott, Herbert J. Hickey, Daniel J. Holland, Neal J. Holland, Adolph T. Jouannet, John A. Kelley, Joseph L. Kirby, Joseph M. Kirby, Frank S. Lane, Frank V. Lennon, Frank Leveroni, Charles D. Maginnis, Francis W. Mahoney, William E. Mahony.

Joseph P. Manning, Maurice P. Meade, Edward T. Meagher, Francis T. Meagher, Daniel C. Mullowney, John J. McGrenery, Charles J. O'Brien, P. A. O'Connell, Frazier L. O'Leary, Francis J. O'Meara, Edward J. O'Neill, Edward J. O'Neill, Jr., Joseph H. O'Neill, James J. Phelan, Frank H. Powers, William J. Prendergast, Frank P. Rock, Bernard J. Rothwell, Charles F. Stack, Edward Steptoe, George P. Sullivan, T. Robert Sullivan, Thomas M. Watson, George V. Wattendorf, James F. Whelan and Charles J. Winchester.

TRANSCRIPT 2/25/30

Taxicab Inquiry Started by Council

Initiated by Councilor Robert Gardner Wilson, Jr., the City Council has started another taxicab inquiry, Mr. Wilson being named chairman of a committee which includes Councilors Donovan, Mahoney, McGrath and Ruby. The inquiry is aimed at the practice on the part of hotel and other building owners of renting parking space to taxicab companies, and the corporation counsel will be asked to give an opinion whether the law permits it.

Councilor Wilson assailed the "unseen hand" interests in taxicab privileges, which, he said, "has killed investigations by the council and legislative committees." In 1928, he said, the council committee of investigation reported that its formal report was in preparation, but on the closing day of the year the report was not filed. Wilson asserted the taxicab companies are paying hotel owners from \$20,000 to \$30,000 a year for the rental of public streets.

"This committee will not lay down," the councilor exclaimed, "and if there is any unseen hand we'll drag it out into the light."

The council tabled for further consideration Mayor Curley's order for a reduction of the ferry tolls, after the executive committee had voted "ought to pass" and the council had adopted the order on a voice vote. It was at Councilor Wilson's request that reconsideration prevailed.

In the belief that the proper support would be most helpful, Thomas J. Hurley, chairman of the street commissioners, appeared before the council and suggested that they attend the hearing at the State House tomorrow morning at ten o'clock and urge passage of Mayor Curley's bill for authority to borrow \$10,000,000 for highway building in this city.

Chairman Hurley told the councilors he had a list of 507 unaccepted streets and that the Public Works Department had a list of between 700 and 800 accepted streets in need of resurfacing or other construction.

Of the \$10,000,000 about \$4,000,000 would be expended for new highways and \$6,000,000 for reconstruction work. Chairman Hurley said it costs approximately \$10,000 to build each street.

Mayor Curley returned without his approval the order recently passed by the council calling for the removal of a ledge at the Stanley A. Ringer Playground, Allston. The mayor commented that there are so many pressing necessities confronting the city that he felt obliged to postpone action.

TRAVELER 2/25/30 MISS BARR NAMED TO PLANNING BOARD

Two appointments to city posts were made today by Mayor Curley. Miss Mary A. Barr was appointed to be a member of the city planning board to succeed Mrs. Francis E. Slattery, who resigned last year.

Vincent Brogna was appointed to the overseers of the public welfare to succeed George H. Johnson. Miss Barr was a member of the planning board several years ago and retired.

Miss Barr Again for City Planning

Mayor Curley today appointed Miss Mary A. Barr as member of the City Planning Board and Vincent Brogna as member of the Overseers of Public Welfare. There was no salary in either position.

Miss Barr will fill the vacancy caused by the resignation of Mrs. Francis E. Slattery. She was succeeded by Mrs. Slattery during the Nichols administration, having served on the board from February, 1919, to September, 1927. She is a member of the executive committee of the Boston Tercentenary Committee and is chairman of the sub-committee on social service.

Mr. Brogna, who is appointed to the welfare department to take the place of George H. Johnson, is a former member of the Legislature and former assistant district attorney and chairman of the Smith-Italian-American League of Massachusetts in the last presidential campaign.

TRAVELER 2/25/30 WOULD ENLARGE SCHOOL BOARD

E. M. Sullivan Says Five- Man Committee Can Be Manipulated

Increase in the Boston school committee membership from five to nine members was advocated today by Edward M. Sullivan, former member of the committee, supporting his bill given a hearing before the legislative committee on education.

The members would be elected for four years each. Sullivan said the present committee of five members is susceptible to manipulation, that a committee of five is all right in theory, but in practice it degenerates into a committee of one.

He referred to an appropriation of \$4,000,000 before the committee years ago and said that the committee was divided, two to two, and that the neutral member was to decide whether the expenditure should be \$4,000,000 or \$2,000,000.

He said that the order to compel teachers to be residents of the city was rejected by one vote. A small committee was desirable years ago, but changed conditions warrant an increase in the number of members, he said. He declared the expenditure of \$20,000,000 a year and the education of 130,000 pupils is too much to be entrusted to a small committee.

Mrs. R. J. Hastie of Hyde Park approved the proposal for a larger committee. William G. O'Hare and Charles S. O'Connor, former members of the committee, were recorded in favor. The bill was opposed by M. J. Downey, assistant superintendent of schools. The school committee was recorded opposed by Mrs. Elizabeth W. Pigeon of East Boston, a member of the committee.

GLOBE 2/25/30 PM FIVE APPOINTMENTS OF CURLEY APPROVED

Maguire as Institutions Commissioner Included

Conry Again Rejected, No Action Taken Regarding McLaughlin

The State Civil Service Commission announced late yesterday afternoon that it had approved the following appointments by Mayor Curley of Boston:

James E. Maguire, Institutions Commissioner.

Phillip A. Chapman, superintendent of supplies.

Charles F. Bogan, Street Commissioner.

Charles T. Harding, Election Commissioner.

Andres T. Tellstrom, Overseer of Public Welfare.

The commission notified the Mayor that it would not approve the appointment of Joseph A. Conry as traffic commissioner or James F. Gaffney to the Board of Appeals.

The commission said it had taken no action in regard to the appointments of Edward F. McLaughlin as Fire Commissioner and James P. Maloney and Frances B. Howland as Overseers of Public Welfare.

Mayor Curley, when informed of the action of the Civil Service Commission, said he had no comment to make on the matter.

Mr. Bogan has served more than 30 years in various branches of the Street Department. He is a past commander of Col. Frederick B. Bogan Camp, U. S. W. V., which was named for his father. Commissioner Bogan, a native of Charlestown, is married and lives at 1500 Commonwealth av., Boston. Mrs. Bogan is prominent in charitable and patriotic organizations. She was president of the Women's Patriotic League.

RECORD 2/26/30 CURLEY PLANS AUDITORIUM ON OLD TECH SITE

Mayor Curley plans to erect a big municipal auditorium or civic center on the site of the present Boston University College of Business Administration at Berkeley and Boylston sts.

Declaring that such a city structure at this location is a municipal necessity he has appointed a board to consider the project. Some of Boston's leading architects are on the committee.

The mayor pointed out that although there are specific restrictions to the property which is owned by Tech, they could be removed by the city.

SAYS LARGER BODY IS BEST FOR PUBLIC

Former Member Adds That
Present Board Is "Suscep-
tible to Manipulation"

Edward M. Sullivan, former member of the Boston school committee, at a legislative hearing today, urged enlargement of the committee from five to nine members.

The nine members would be elected at large for terms of four years each. He charged that the present committee of five is "susceptible to manipulation."

He cited as an example the \$4,000,000 appropriation bill which was before the committee four years ago, supported by Mayor Curley. As two of the members were hostile, two friendly, the final decision was made by the neutral member. He declared that such occurrences as this were frequent. The annual order to compel teachers to be residents of Boston, he said, has always been rejected by one vote.

FAVORS NINE MEMBERS

"The expenditure of \$20,000,000 annually and the education of 130,000 children is too great a responsibility to entrust to a small committee," he contended. "A larger body would be more responsive to public opinion."

Rep. George P. Anderson of Boston, member of the legislative committee, recalled the "incessant wrangling" of the committee of 24. He asked Sullivan if he favored the proposed plan of boroughs. Sullivan said he preferred nine members-at-large but would be willing to accept the borough plan if the membership of the committee was increased.

SCORES PRESENT BOARD.

Mr. R. J. Hastie of Hyde Park, representing the Margaret Brent Civic Guild, criticized the present school committee of five members. She said it is out of touch with the affairs of the community and she objected to the "secrecy of the proceedings of the committee."

M. J. Downey, assistant superintendent of the Boston public schools, opposed increased membership. He reminded his hearers that the present committee had brought about reforms. Under the 24-member system, he said, the schools were regulated by sub-committees, who virtually ran affairs without interference from other members of the board.

CURLEY PLANS HUGE DOCKS

A huge program of dock extension is planned for the Hub by Mayor Curley, the New England Clothiers and Furnishers' Association delegates were told today at the opening session of the 14th annual convention at the Hotel Statler.

Chief Assessor Peter F. Tague, representing the mayor, told the delegates Mayor plans the biggest docks in the world, docks that will accommodate the largest liners.

The mayor, he said, has received assurances from the largest foreign steamship lines that they will make Boston a port of call after the dock expansion is completed.

President Arthur D. O'Shea of Laconia, N. H., presided at the opening session and R. J. Pruyn, general sales manager of the New England Telephone & Telegraph Co., gave a talk on selling by telephone.

E. A. Filene of William Filene's Sons Co. will address the convention tomorrow.

FIRE CAPTAIN IS PROMOTED

Samuel J. Pope Succeeds
Late Henry Krake as
District Chief

Capt. Samuel J. Pope of ladder 1 was promoted to district chief yesterday to fill the vacancy due to the death of District Chief Henry Krake of East Boston. His salary, which has been \$2700, will be \$4000.

The appointment, made by Acting Fire Commissioner Hultman, was approved by Mayor Curley. District Chief Pope became a member of the department, Feb. 24, 1913, and was elevated to a captaincy, Aug. 22, 1927. He resides at 57 Washington street, Charlestown, and is one of the most widely known of Boston firemen.

Municipal Tree-Climber

One of the City of Boston's 19,268 Employees

The Civic Bureau of the Boston Chamber of Commerce reports in a "special bulletin" that on June 1 last the City of Boston had 19,268 employes of its own and was also paying 1011 servants of the County of Suffolk.

From the same bulletin we learn that the Boston Elevated Railway Company hires 8500 "hands," the Boston & Maine Railroad 21,000, the telephone company 22,000 and the General Electric Company, in Lynn and at Pittsfield, 22,500.

There is an "elephant attendant" on Boston's payroll, a rat catcher, a moth destroyer, a tree climber, an adjuster of life-saving apparatus, a whitewasher and a grave digger.

The Chamber's civic bureau observes that the total number of our public servants is "equal to the population of the city of Woburn."

As to that, it may be that the number of WOBURN'S city employes is equal to the total population of Wild Lands, Maine.

As the Civic Bureau makes neither suggestion nor recommendation, we assume that its purpose in the present instance is to entertain and inform.

It occurs that natural questions might be whether New England's largest city NEEDS 19,268 employes, and, if so, whether all are doing their best to earn wages or salaries.

Their lot, on the whole, is enviable. Civil service regulations assure them of permanent employment, they get two weeks' vacation with pay, there is a municipal pension system and the "industry" which employs them is one which knows little or nothing about "depressions."

SCHOOL COMMITTEE PROPOSAL DEBATED

Sullivan Urges Increasing Membership to Nine

Edward M. Sullivan, formerly a member of the Boston School Committee, urged before the Legislative Committee on Education today favorable action in a bill which would provide for increasing the School Committee from five to nine members, elected at large for terms of four years each.

Based on his own experience, he said it was his opinion that the "present committee of five is susceptible to manipulation." He declared the present board is "a committee of five in theory and in practice it degenerates into a committee of one."

Mr Sullivan said that four years ago an appropriation bill for \$4,000,000, supported by Mayor Curley, was before the School Committee. As two members were hostile and two others friendly to the Mayor, the final decision as to whether \$4,000,000 or \$2,000,000 should be spent was left to the neutral member. Such occurrences, said he, are frequent and he called attention to the fact that the annual order to compel teachers to be residents of the city had always been rejected by one vote.

There was a time when a small committee was desirable, he said. Twenty years ago, when there were 24 members, there were abuses that have been corrected since the Legislature reduced the number to five, he said.

He declared that the expenditure of \$20,000,000 and the education of 130,000 children was too great a responsibility to intrust to a small committee "which tended to become autocratic." A large body, said he, would be more responsive to public opinion.

Expressing the approval of the Margaret Brent Civic Guild the proponent of the bill, Mrs R. J. Hastie of Hyde Park, declared that the present School Committee of five was out of touch with the affairs of the community. Parents, she said, objected to the secrecy of the proceedings, for they now have to depend wholly on campaign speeches for information on school affairs.

Opposing increased membership, M. J. Downey, assistant superintendent in the Boston public schools, argued that Mr Sullivan had neglected an important reform that the committee of five had effected. Under the 24-man board, he said, the schools were regulated by subcommittees who virtually ran affairs without interference from other members of the board.

Under the present system, he said, there are no subcommittees. The board sits as a "committee of the whole" on larger questions of policy, and administrative details are handled by the superintendent and other experts appointed by the committee.

Mr Downey also objected to the proposed borough system, remarking that it would lead to log-rolling. Members of the committee, he predicted, would swap votes on certain projects.

He registered the unanimous opinion of the present Boston School Committee as opposed to the bill. Mrs Elizabeth W. Pigeon of East Boston, newly-elected member, appeared to voice her disapproval.

Representative Owen A. Gallagher of Dorchester, William G. O'Hare and Charles S. O'Connor, two former chairmen of the School Committee, were recorded in favor.

SEEK \$15,000 FOR TERCENTENARY MARKERS

At a hearing today before the Joint Ways and Means Committee of the Legislature, Herbert Parker and Frank R. Batchelder of the Massachusetts Bay Colony Tercentenary Commission urged legislation to enable the expenditure of \$15,000 for the erection of 100 to 200 markers at historic spots throughout the State in celebration of Mr Parker said that it is part of the essential hospitality of the State to mark its public ways. All the legends on the markers will be carefully prepared, he said.

Mr Batchelder said it is proposed to erect markers and not memorials. These markers will be in the form of a tablet, 42 inches long, 36 inches high, and erected on a post six feet high. They will be so designed that they may easily be read from an automobile. The markers will be of cast iron with raised letters painted black.

Walter K. Watkins, secretary of the Bay State Historical League, who is collecting the material for the markers, suggested that there be a clause in the bill providing a penalty for disturbing the markers.

The bill was favored by Chairman Charles P. Howard of the State Commission on Administration and Finance. There was no opposition.

Representative Roland D. Sawyer appeared before the committee to urge his resolve that as a part of the tercentenary celebration the Legislature authorize the State librarian to issue a tercentenary edition of the Fourth of July address delivered by Charles Sumner in 1845 on "The True Grandeur of Nations."

Representative John J. Reardon, president of the South Boston Citizens' Association, following a conference with Mayor Curley and the Park Commissioners announced that the stretch of land desired by the Boston Yacht Club for parking space would not be granted. The Mayor expressed the opinion that the Boston Yacht Club already had enough space. Park Commissioner Long has ordered the club to remove the fence, which he declared the members had no authority to build. Representative Reardon referred the fact to Mayor Curley that the space wanted by the Boston Club is the only shady spot along the entire beach. A rumor to the effect that the club would take the matter to court was heard, but Mr Reardon has not been informed of any such move.

WEST ROXBURY DISTRICT

City Councillor Joseph P. Cox announces that a public hearing will be held tomorrow morning at 10:30 in room 433, State House, on 170 unaccepted streets of this district, and invites all residents interested in the acceptance of their streets to attend. The hearing will be in connection with Mayor Curley's petition to borrow \$10,000,000 to lay out such streets all over the city.

The Two-Twenty Club last night held a children's party in the Community House, Walk Hill st, in celebration of its fourth birthday. Games, contests and dancing were enjoyed, under direction of Mrs Edna Donnelly. Mr and Mrs Raymond Beals, Mr and Mrs Bart Swanson and Mr and Mrs John F. Corcoran. The prize winners for best costumes were Mrs Hans Koppe and Henry Brawley. Other winners were Daniel Cameron, Mrs Jules Van Schelt, Mrs Simon Long, Mr and Mrs James Carroll, Cesare Paraboschi and Hans Koppe. The party of March 10 will be under direction of the women of the club, and the committee is headed by Mrs Harold Chase.

The Forest Hills Improvement Federation will hold a mass meeting of citizens in Minton Hall, Forest Hills sq, tomorrow evening for a discussion of the needed improvements and civic betterments for the district. The Forest Hills A. A., the Forest Hills Club, the Francis Parkman Parent Association and the Bussey Improvement Association will be represented. Among the projects to be discussed are the sunken street from Washington st to Hyde Park av, St Ann-st Extension, additional water pressure for fire protection, arc lights of the boulevard type for the square and vicinity, removal of the Elevated structure at Forest Hills and the building of a subway from Dudley st to Roslindale sq. John B. Dolan, president of the federation, heads the committee of delegates including Andrew J. Sullivan, John J. McNulty, William H. England, Daniel Dolan, Horace Guild and Hugh McCarron.

APPOINTED OVERSEERS OF PUBLIC WELFARE

Miss Mary A. Barr and Vincent Brogna Named by Mayor Curley

Appointments of Miss Mary A. Barr and Vincent Brogna as overseers of the Public Welfare were announced by Mayor Curley yesterday. Miss Barr will replace Mrs Francis E. Slattery, resigned. Mrs Slattery formerly replaced Miss Barr. Mr Brogna succeeds George Johnson.

Miss Barr is a native of Boston, was graduated from Notre Dame Academy and the New England Conservatory of

Music. For many years she was a member of the advisory board to the Division of Immigration and Americanization and was chairman of the Women's Committee on Public Safety during the war.

Mr Brogna was born in Italy, was graduated from Boston schools and the Boston University Law School. He is a master in chancery and served in the Legislature several times.

DEFER ACTION ON FERRY TOLLS

City Council Heeds Wilson's Appeal for Further Consideration

MAYOR HAD URGED REDUCTION APRIL 1

The city council refused yesterday to take hasty action upon the reduction of East Boston ferry tolls proposed and recommended by Mayor Curley.

After passing the order on a voice vote, during the absence from the chamber of Councilman Wilson of Dorchester, he succeeded in obtaining reconsideration and in postponing action until next Monday.

At that time the tolls which were in effect in 1887 will be compared with the schedule inaugurated by former Mayor Nichols, Jan. 1, and the new rates proposed by Mayor Curley to become effective, April 1.

Wilson charged that the taxpayers of Dorchester and other districts ought not to be forced to carry the burden of a \$750,000 annual deficit in ferry operation, and asserted that the six or seven coal and trucking concerns which have protested against the existing rates have preferred to send their vehicles to East Boston via Charlestown, and added three miles to the mileage rather than use the ferryboats.

He said that the ferry tolls were not changed from the time of the inauguration of the service in 1887 until they were revised last year. He asked for information to prove that the present rates are extortionate.

Through 1927 the deficit due to the ferry service was \$13,350,000, a prohibitive price to pay for the operation of the boats which he called antiquated.

MAYOR'S FIRST VETO

The only spokesman for a downward revision of tolls was Councilman Donovan of East Boston, who pleaded for the business men of that district who have been adversely affected by the prohibitive rates. At present, he said, the boats are carrying only four or five vehicles in contrast with 30 to 40 and long lines of waiting vehicles prior to Jan. 1. A survey which he initiated has disclosed that vehicle owners refuse to use the ferry service to the detriment of East Boston.

Mayor Curley's first veto was filed when he disapproved, on recommendation of Park Commissioner Long, of the appropriation order of \$50,000 for the removal of the ledge in the Stanley Ringer playground, ward 21. The mayor explained that there are other and more pressing municipal necessities. Commissioner Long added that \$50,000 would be inadequate and that he considered it inadvisable to do the job in a piece-meal way.

Curley Asks \$10,000,000 for Repaving and Laying Out Streets

In an appeal to city councilmen, yesterday, to arouse interest among residents of unaccepted streets in their wards which will insure their attendance at the legislative hearing tomorrow on Mayor Curley's petition for authority to borrow \$10,000,000 for laying out streets and street reconstruction, Chairman Hurley of the street commission enumerated 507 unaccepted streets awaiting acceptance.

In response to questions by councilmen he made known that Mayor Curley, in the event that the asked for legislative sanction is granted, proposes to allocate \$4,000,000 for laying out

streets and \$6,000,000 for reconstruction of old streets.

Chairman Hurley admitted that it will require \$5,000,000 to lay out and construct the 507 unaccepted streets, but he expressed satisfaction that his department will be able to expend \$4,000,000 this year by furnishing employment to all necessary additional employees.

Of the unaccepted streets 186 are in the West Roxbury, Jamaica Plain-Roslindale district; 112 in Dorchester; 96 in Brighton; 55 in Hyde Park; 21 in Roxbury; 17 in East Boston; 15 in South Boston and five in Charlestown.

He also made known that Commissioner of Public Works Rourke has listed more than 700 streets which need reconstruction and that Mayor Curley, inspired by the two-fold motive of furnishing employment and improving the condition of the streets, has expressed his willingness to approve a program which will utilize the entire \$10,000,000 which he has asked of the legislature.

CURLEY ATTACKS DEBT LIMIT BILL

Says Referendum Project
Sponsored by Bacon
Unnecessary

FAVORS REVISION OF TAXATION LAWS

Opposition to a bill that would give the voters the right to decide by referendum questions pertaining to borrowing in excess of present limits of indebtedness was expressed by Mayor Curley yesterday at a hearing before the legislative committee on municipal finance.

The bill, introduced by President Bacon of the Senate, provides that cities and towns be authorized to borrow in excess of the present limits of indebtedness when approved by two-thirds vote on a referendum.

President Bacon declared that it was not the function of the Legislature to pass on projects that concern municipalities primarily, and that the authority properly should be placed in the hands of the voters. Mayor Curley's answer was that it is a recognized fact that the people almost invariably vote favorably on such matters.

Mayor Curley insisted that something should be done to revise the taxation laws. The moneyed interests, he said, have succeeded in reducing their personal taxes so that real property now bears 90 per cent of the entire burden, whereas a few years ago it bore only 65 per cent.

A few years ago, he continued, a large bank succeeded in getting a tax abatement of \$3,000,000, and the provision was signed by the Governor, who subsequently was appointed vice-president of one of the largest banks in the city. Mayor Curley favored his petition that cities and towns be authorized to borrow inside the debt limit up to 3 per cent. of the average assessors valuations of the taxable property for the three preceding years. The present limit is 2½ per cent.

He said that the present limit is inadequate, but Mayor George J. Bates of Salem opposed the measure on the ground that the cities and towns should adopt the pay-as-you-go policy that has proved beneficial to the state. Under the present system, he pointed out, cities and towns of the state are paying annual interest charges of \$13,000,000.

Mayor Curley later appeared in support of his bill for authorization to appropriate money for holding conventions and for the entertaining of distinguished guests. He told the committee that 500 conventions are scheduled to convene in Boston this year which will produce \$20,000,000 in business for the banks and hotels. The bill was supported by many others.

On another of his bills Mayor Curley advocated the striking out of the \$1,000,000 limitation on the annual appropriation for sewerage works. The present limit, he said, is inadequate.

POST 2/25/30

CITY FERRY TOLL RATES CUT HELD UP

Order for Reduction
by Mayor Blocked
in Council

Mayor Curley's order for a reduction of 50 per cent in the recently increased city ferry tolls was temporarily blocked yesterday in the City Council and tabled for further consideration next week.

CUT IN EFFECT APRIL 1

The block was made by Councillor Robert Gardiner Wilson, Jr., of Dorchester, after the executive committee had voted "ought to pass" and the Council had adopted the order on voice vote, while the Dorchester man was absent from the chamber. He demanded reconsideration and out of customary courtesy his colleagues agreed to put the measure over until next Monday's meeting.

That the reduced tolls will become effective on April 1, as recommended by Mayor Curley was assured by Councillor Timothy F. Donovan of East Boston and his colleagues who have led the fight against the increases.

Wilson Voices Protest

In demanding reconsideration of the order, Councillor Wilson protested that before the tolls were advanced on Jan. 1, ferries showed an annual deficit of \$750,000 and he insisted that the taxpayers of Dorchester and other sections of the city should not be burdened with a ferry deficit. He contended that the ferry tolls had not been increased once from 1887 until last Jan. 1 and that the deficit in that time amounted to \$13,350,000. He urged that the Council make a study of the 1887 tolls, the Jan. 1 schedule approved by former Mayor Nichols and the proposed April 1 schedule recommended by Mayor Curley.

In rebuttal, Councillor Donovan insisted that the ferries were nothing more nor less than public highways and that in fairness the city as a whole should bear the entire cost and make the ferries free just as the entire city pays for the bridges to South Boston, Charlestown, Cambridge and other sections of the city. He pointed out that the East Boston taxpayers paid their share of the new Southern Artery and the Old Colony boulevard through Dorchester.

TO BUILD AND FIX STREETS

\$10,000,000 for 1200
Highways Sought
by Mayor

An appeal to the City Council to appear at the State House tomorrow morning at 10 o'clock in support of Mayor Curley's legislative bill for authority to spend \$10,000,000 on 1200 streets in this city, putting thousands of men to work, was made late yesterday by Chairman Thomas J. Hurley of the Board of Street Commissioners.

FOR 507 NEW STREETS

In asking the members to arouse interest in the hearing of the legislative committee, Chairman Hurley declared that he had prepared a list of 507 residential streets in the city waiting to be constructed and accepted by the city as public highways.

Public Works Commissioner Joseph A. Rourke reported that 700 old streets which were built several years ago are now in need of repair and should be provided with new surfaces. Under the Mayor's programme \$6,000,000 would be spent for the reconstruction of streets both in the residential and the downtown business sections of the city, and the remaining \$4,000,000 would be spent on the construction of new streets in recently developed residential districts.

Disclosing his list, Chairman Hurley stated that the city proposes to build 186 new streets in the West Roxbury, Jamaica Plain and Roslindale district, 112 in Dorchester, 96 in Brighton, 55 in Hyde Park, 21 in Roxbury, 17 in East Boston, 15 in South Boston and five in Charlestown, pointing out that in the latter districts practically all the streets have already been built by the city and now need only repairs.

RECORD 2/25/30

Curley Order for Ferry Rate Cut Held Up Week

Mayor Curley's order for a cut in East Boston ferry rates was held up for a week by the City Council, after spirited debate yesterday, until the mayor furnishes the new rates for comparison with those now charged.

CITY HALL NOTES

The first veto of Mayor Curley's third administration was recorded in the City Council records yesterday when he rejected the order for the expenditure of \$50,000 to remove a ledge from the Stanley Ringer playground at Brighton. The Mayor explained that \$50,000 would be inadequate for the job and expressed the opinion that there were more pressing needs to be attended to first.

Charging that previous legislative investigations of taxicab privileges in this city "had been killed off by an unseen hand," Councillor Robert Gardiner Wilson, Jr., of Dorchester, yesterday demanded an investigation committee "that won't lay down."

Upon receiving a favorable vote from the Council, President William G. Lynch of South Boston appointed a committee of five to start the investigation Thursday or Friday. The committee comprises: Councillor Wilson, chairman, and Councillors Donovan, Mahoney, McGrath and Ruby.

The purpose of the investigation, as outlined by Chairman Wilson, is to end the alleged monopoly exercised by two leading taxicab companies by paying hotels and railroad companies from \$20,000 to \$30,000 a year for the exclusive use of the public streets for taxicab stands.

RECORD 2/25/30

CITY COUNCIL OPENS INQUIRY ON THURSDAY

A sweeping investigation of the alleged "taxi monopoly" in Boston was ordered by the City Council yesterday and a special committee named to get busy Thursday.

The order, sponsored by City Councillor Robert Gardner Wilson after a bitter speech, provides for a probe into the alleged monopoly of taxi stands at hotels and public buildings, whether the cost of such stands is passed on to the public and finally whether such owners have any legal right to lease parking places in public streets.

Pres. William G. Lynch appointed Councillor Wilson chairman, and named Councillors Timothy F. Donovan, Joseph McGrath, Michael J. Mahoney and Israel Ruby to serve on it.

Corp. Counsel Silverman will appear before the committee and be questioned as to the legal rights of property owners to lease parking places for taxi stands.

In asking for the investigation, Wilson demanded that "men who won't lay down" be appointed to it, and declared that "an unseen hand interested in the taxi privileges had killed at least three former investigations."

He declared that two taxi companies had a monopoly of the stands on Boston streets, and that in no other city in the country was there such a condition.

HERALD 2/25/30

COUNCIL PLANS TAXICAB PROBE

Wilson Heads Committee
Pledged to Investigate
"Street Renting"

PREVIOUS INQUIRIES FAILED OF PURPOSE

Upon demand of Councilman Robert Gardner Wilson, Jr., for the appointment of a committee of five councilmen who "won't lay down," the city council, yesterday, named Wilson and Councilmen Donovan, Mahoney, McGrath and Ruby to investigate the taxicab situation in Boston.

Behind the move revealed by Wilson is the intention of compelling the city law department to inform the council if hotel and building owners, with the permission of any city official or commission, have legal right to rent parking space in the public streets to taxicab companies.

Wilson's order commands the committee to investigate the granting of licenses for parking or stand privileges, to ascertain the compensation paid for the use of any part of any public street, and to obtain information relating to the "legal right of the city of Boston to prevent payment of any rental or fees to private persons or corporations for the use of any public thoroughfare in Boston for parking purposes."

In attacking the monopoly which he charged is held by the Checker and Town companies, because of the rental of the public streets for the parking of their cabs, Wilson assailed the "unseen hand interested in taxicab privileges which has killed investigations by council and legislative committees." He attacked the city council committee named in 1928 to investigate the subject, charged that the "unseen hand" controlled the committee and that the same influence had controlled two legislative committees.

In 1928, he said, the council committee, reported, under pressure in September, that its formal report was in preparation but on the closing day of the year, the long awaited report was filed. It was to the effect that because of inability to obtain information necessary for an intelligent report, the committee had made no progress.

COMMITTEE WON'T LAY DOWN

Wilson asserted that the taxicab companies are paying hotel owners from \$20,000 to \$30,000 per year for the rental of public streets and he described conditions about one hotel where 19 cabs of one company parked outside the building.

The council passed the order speedily and after Wilson had been named chairman of the committee, he announced that the first meeting will be this week and that Corporation Counsel Samuel Silverman will be bidden to attend. It is the intention to ask Silverman to tell the committee by what legal authority hotels and railroad corporations and owners charge rental for parking privileges in the streets outside their buildings.

If the ruling is as anticipated, that the city can prevent such business arrangements, the council will be asked by Wilson to prohibit the practice. Such a development of the inquiry which is aimed at the Checker and Town companies will have far-reaching effects.

Councilman Wilson maintains that there is no other city in the United States or Canada where the sale of parking privileges in public streets is permitted.

"This committee won't lay down," he said, "and if there are any unseen hands heard of, we'll drag them out into the light."

He also said that Representative Joseph Finnigan of Dorchester, sponsor of legislative bills for an investigation of the taxicab situation, will be asked to file with the committee, this week, all the information that he has gathered about the issue.

CURLEY WILL SPEND \$3,000,000 ON AIRPORT

Says •Huge Transatlantic Planes
Will Land Here

Mayor Curley said yesterday before the legislative committee on municipal finance that he is prepared to spend 3,000,000 or more to make the East Boston airport one of the finest in the world. He spoke in favor of his bill which would allow Boston to borrow a sum equal to 3 per cent. of its total property assessment.

He is negotiating, he said, with the General Motors Company which is planning construction of 40-passenger transatlantic planes, capable of crossing the ocean in 2½ days to use the airport as a base. He did not give details of the plans of the ships.

COUNCIL VOTES INQUIRY ON TAXICAB PARKING

Determined to obtain information relative to taxicab stand privileges on the public streets, and especially the compensation paid, Councilor Robert G. Wilson Jr of Dorchester, yesterday offered an order in the Council in an effort to learn whether the city can prevent payment of rentals to private persons for the use of public highways for parking purposes.

The Council passed the order and Pres William G. Lynch, presiding, on motion of Councilor Wilson, appointed a committee of five to obtain the information. The committee consists of Councilors Wilson, Donovan, McGrath, Mahoney and Ruby.

Councilor Wilson said he would ask Corporation Counsel Samuel Silverman for an opinion as to with whom the power of granting such privileges rested.

Wilson charged a monopoly by two taxicab companies, which he said were paying from \$20,000 to \$40,000 to hotels and railroads for taxicab privileges in the streets, and this he declared was an imposition that no city but Boston would permit to exist.

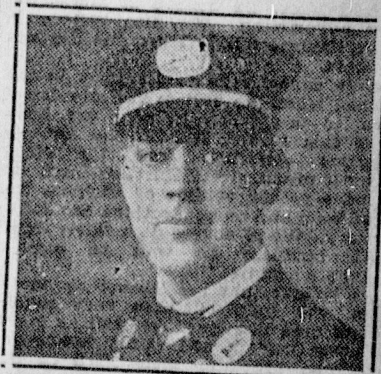
Wilson took the committee of the last City Council to task for its failure to submit a report containing the desired information and asked for the appointment of a committee that wouldn't "lay down."

GLOBE 2/25/30 AM

NEW DISTRICT CHIEF IN FIRE DEPARTMENT

Pope Fills Vacancy Left by
Death of Krake

Mayor Curley announced yesterday afternoon that he had approved promotion of Capt Samuel J. Pope to be district chief in the Fire Department, to fill the vacancy caused by the sudden death of District Chief Henry



DISTRICT CHIEF SAMUEL J. POPE
Of Boston Fire Department

Krake of the East Boston district, a week ago. The new district chief, who as captain has been in charge of Ladder 1, Friend st, probably will be assigned to the South End district, the East Boston berth having been filled a few days ago by transfer of one of the district chiefs from the city proper.

District Chief Pope has been a member of the Fire Department since Feb 24, 1913. He was made captain Aug 22, 1927. His pay is increased from \$2700 to \$4000. He lives at 57 Washington st, Charlestown.

GOLD STAR MOTHERS MAY SAIL FROM THIS CITY

WASHINGTON, Feb 24—The 230 or more mothers and widows in Massachusetts, the "Gold Star" group, who are planning to participate this Summer in the Government pilgrimage to France, may be able to sail from Boston instead of New York. Representatives of Mayor Curley were in Washington today in consultation with War Department officials, members of the Shipping Board and members of Congress, seeking to have arrangements made for the embarkation from Boston.

Messrs Thomas A. Mullen and John T. Scully, directors of Boston publicity and commercial bureaus, presented the suggestion to the Mayor and met with a sympathetic reception. If the plans are carried out, Mayor Curley will arrange impressive ceremonies as a part of the Tercentenary program, according to Mr Mullen.

The United States Lines have been asked to have its ships call at Boston to take on the Massachusetts women and the Mayor's representatives are confident of the cooperation of the Shipping Board in the matter.

GLOBE 2/25/30 AM

REDRAFTING \$16 TAX LIMIT BILL

Because the question has arisen whether such a bill could be reported and still be within the scope of the petition, the Legislative Committee on Municipal Finance yesterday delayed its report of a bill to allow an annual tax limit of \$16 for the city of Boston to cover a period of three years. The committee conferred with Speaker Leverett Saltonstall and it was stated later that the bill could be worded to come within the scope of the petition and it would probably be reported today.

Mayor Curley appeared before the committee to argue for a bill that would increase Boston's debt limit from 2½ percent of the assessed valuation to 3 percent. The Mayor argued that if Boston is allowed to increase expenditures within the debt limit, the city will not have to make these "annual pilgrimages" in the future.

Explaining his plans for an increase in the number of branch libraries, police and fire stations, increased port and airport facilities, health measures, sewers and streets, the Mayor stated that this legislation is imperative. He estimated that it would cost \$120,000,000 to put Boston's streets in the same condition as State highways in the towns of the State.

He spoke of 500 conventions scheduled for Boston and estimated a resultant increase in bank and hotel receipts of \$20,000,000 and an estimated revenue to the city of \$140,000,000, in arguing for a bill to authorize appropriations of money for entertainment of distinguished guests.

CALLS CONFERENCE ON GOVERNOR SQ

Legislative Committee to Meet 'L' Boards and Mayor

Representative George A. Gilman of Boston, House chairman of the Legislative Committee on Metropolitan Affairs, announced yesterday that a group of interested officials had been invited to confer with the committee in room 442, State House, next Thursday morning at 10:30, on three bills before the committee for the extension of the Boylston-st Subway under Governor sq.

Those expected to take part in the conference are the board of directors and the public trustees of the Boston Elevated, the Metropolitan Transit district trustees, Mayor Curley of Boston, Mayor Weeks of Newton, the Brookline Board of Selectmen and Edward Dana, general manager of the Elevated.

The conference will be private.

MAYOR ORDERS SEWER IN DORCHESTER REPAIRED

In the hope of averting a general backing up of sewage in the three-foot sewer which drains Dorchester and which early yesterday gave way under the tremendous traffic over the Old Colony boulevard, Mayor Curley yesterday directed Public Works Commissioner Rourke to put contractors at work at once repairing the break. Mayor Curley said the responsibility will be placed later.

TERCENTENARY DISCUSSED AT CREDIT MEN'S DINNER

A talk on Boston's coming tercentenary observance was given at the monthly dinner-meeting of the Boston Retail Credit Men's Association in the Hotel Westminster last night by Ex-Atty Gen Herbert A. Parker, who is a committee chairman for the tercentenary.

About 60 persons attended the meeting which was presided over by John Madden, the president.

GLOBE 2/25/30

SUBWAY EXTENSION COMMITTEE NAMED

A subcommittee has been appointed by State Senator Charles C. Warren, chairman of the Legislative Committee on Metropolitan Affairs, to confer with Mayor Curley and Henry I. Harriman of the Boston Elevated trustees, regarding proposed legislation for extension of Boylston-st subway beyond Governor sq. The members are: Senator Warren, Senator Arthur W. Hollis of Newton, Representative George C. Gilman of Boston, House chairman of the Committee on Metropolitan Affairs; Representative Martin Hays of Brighton and Representative James J. Twohig of South Boston.

It is announced that the full committee is to inspect transit facilities in general on Friday next.

POST 2/25/30

A NUISANCE

Mayor Curley does a good job in getting the police to disperse the gatherings in front of City Hall known as the "sidewalk real estate exchange." These men, whose business is not precisely known, hang about the precincts of the municipal buildings, block the sidewalks and make a nuisance of themselves generally. Pedestrians who have occasion to pass along the sidewalk—and there are thousands of them in the course of a day—have to push their way through the mass of men clustered around the Hall.

There is another locality where groups of men whose occupations are shrouded in mystery fill the sidewalks on pleasant days, and even overflow to the subway entrance island opposite, and that is that portion of Scollay square between Court street and Cornhill. Crowds of these men actually occupy the whole of the sidewalk at times, compelling people who want to use it for its proper purpose, to take to the gutter. The taxi men, who have a stand there, complain bitterly of the nuisance, asserting that it interferes with their business.

The sooner that such collections of "business" men realize that the sidewalks were meant for the free passage of pedestrians, the better.

The Need Is There

When Mayor Curley declares that Boston should now invest \$10,000,000 in street-work, one thing is certain. He does not at all overstate the present need. Large though the sum is, it is, if anything, a conservative measure of the amount required to repave those of the city's existing streets which are now in bad shape, and to pave new and hitherto unaccepted streets. As to the first category, nearly all motorists know how many of Boston's streets, including some very important thoroughfares, are in a serious state of disrepair. The mayor's estimate that \$6,000,000 is needed to reconstruct them gives no surprise. As to the paving of unaccepted streets, many Bostonians are unaware how extensive and pressing the deficiency is. In various outlying sections, including West Roxbury as a leading example, there is a surprising number of streets fully built up, or partly built up, with homes, but approached only by rutted dirt-lanes full of mud-holes.

Indeed, the fact has been stated by experts who should know that at all times during recent years there has been on file with the city completed petitions for the acceptance of new streets involving a total construction cost, if all the petitions were acted on, of about \$10,000,000 for this type of work alone. Meanwhile, the regular annual sum available for the city's share of the cost of laying out and building new streets has been limited to \$1,000,000. It must be evident, therefore, that the accumulated deficiency is now very large.

Obviously, however, the question whether Boston actually can afford to spend \$10,000,000 for improvement of new and old streets during the next few years, is a question which requires thorough examination. It is not sufficient to prove the need. The financial position of Boston just now must be closely studied, and care must be taken to see that no program adopted this year will lead to an overstrain of the city's resources or of the taxpayers who provide these resources. But certainly the mayor's plea deserves the most open-minded and serious attention on the part of the Legislature. If his program can be shown financially feasible, there can be no remaining reason for opposing it. Certainly in this age of the automobile, when commercial prosperity no less than the comfort of householders largely depends upon automobile traffic, expenditure for good streets is by no means to be considered only on the liability side of the balance sheet. It is to a great extent a paying and profitable investment.

BOSTON'S EMPLOYEES TOTALLED 19,258 IN 1929

Paid \$36,000,000, or 51 Percent of City Government Warrant—"Rat Catcher" in List

Occupation of the 19,258 employees of the city of Boston range from address printers to yardmen, and include such work, hazardous and otherwise, as that of "animal technician," "rammer," "rat catcher," "gauze sorter" and "grave digger," according to an analysis of the 486-page payroll book for the city of Boston. The analysis was made by the Civic Bureau of the Boston Chamber of Commerce, and is contained in its latest issue of "Special Bulletin."

The analysis, which discloses the fact that the 1929 payroll for Boston as \$36,000,000, or 51 percent of the total warrant for city government, follows:

"Officials and employees of the city of Boston and County of Suffolk is a biennial publication of 486 pages, recently issued for 1929 by the city government, in accordance with city charter requirements.

"Names all city and county employees, temporary or permanent, as of June 1; gives their addresses, compensations and dates of entry into city service. Popularly termed 'the payroll book.' Is in much demand among politicians and city employees, but is little known among others.

Equal Woburn's Population

"We learn from it that on June 1, 1929, the city government of Boston had 19,258 paid employees, a number equal to the entire population of the city of Woburn. In addition, there were 1011 employees of Suffolk county who are paid by the city of Boston.

"We learn from other sources that 1929 appropriations to pay these city and county employees was \$36,000,000, which was 51 percent of total warrants for city government.

"City of Boston is among largest employers in New England. General Electric employees 22,500; New England Telephone and Telegraph 22,000; Boston & Maine 21,000; Boston Elevated 8,500. Commonwealth has 13,500 permanent employees and several thousand additional employees.

"Following is analysis of past trends, also of ratio of number of city employees to number of city residents who are 18 years of age or over:

Year	No. of city employees	No. of city residents 18 years of age and over	Ratio of city employees to residents 18 years, etc.
1910.....	18,068	463,039	1 to 25
1915.....	14,312	514,723	1 to 36
1920.....	15,912	516,335	1 to 34
1925.....	17,517	538,328	1 to 31
1929.....	19,258	554,932	1 to 29

"From 1910 to 1920, 1944 employees were added, an average annual increase of 195. From 1920 to 1929, the addition was 4256, an average annual increase of 472.

"Taking post-war era from 1920 to 1929, increase in city employees was 28 percent; increase in number of city residents 18 years of age and over, was 7 1/2 percent.

"With same trend of increase in city employees as occurred from 1920 to 1929, and a reasonable estimate of population increase, we find that:

"In 1950, there would be 29,000 city employees, and ratio would be 1 to 2.

"In 1975, city employees would total 41,000, and ratio would be one to 17.

Many Occupations

"What occupations are represented in the city's service? They range the alphabet from 'address printer' to 'yardman.' Employees of fire, police and school departments account for 10,715 of the total of 19,258. Professions: Doctors, lawyers, engineers, musicians, among others. Every conceivable trade, including cooks, automobile mechanics, plumbers, painters, printers, blacksmiths, wheelwrights, carpenters, steamfitters, bookbinders, electricians, upholsterers.

"Some unusual occupations: Elephant attendant, rat catcher, moth destroyer, tree climber, gauze sorter, scytheman, marble rubber, grave digger, animal technician, armorer, whitewasher, rammer, adjuster of life-saving apparatus.

"Conditions of employment: All permanent employees receive two weeks' vacation with pay. They are beneficiaries of pension system. With few exceptions, they are under Civil Service regulations which, among other things, insures reasonable permanence of employment.

"If we should add to city employees, those residing in Boston who are employed by county, State and Federal Governments, the present ratio might be estimated to be 1 Governmental employee to 20 residents 18 years of age and over. By 1975, is it not likely to be in the vicinity of one to 12?"

Governor and Mayor Are Seen in Talkie

Governor Allen, Mayor Curley, President Henry I. Harriman of the Boston Chamber of Commerce and other notables today were to make a "talkie" at the Chamber, in which they will speak of the drive for new members for the Chamber which commences March 2.

This talking picture will be shown in some of the local theaters during the "Boston Chamber of Commerce Week."

HERALD 2/26/30

THE DEBT LIMIT BILLS

President Bacon of the Senate sponsors a bill for raising the borrowing capacity of our cities from the present maximum, inside the debt limit, of 2½ per cent. of their assessed valuation, to a total maximum of 4 per cent. for loans both inside and outside that limit, conditional upon the approval of a majority of the registered voters. He favors the same plan for the towns, of which the present limit is 3 per cent. and advocates a maximum for all loans of 4½ per cent., with a similar referendum for lodging control and responsibility with the people themselves. Mayor Curley asks that the borrowing capacity of the cities and towns be raised absolutely by a half of one per cent., making the Boston maximum 3 per cent., but without any referendum. That half per cent. would mean an additional \$9,000,000 for financing the city.

The Bacon bill is exactly in line with his proposals early in the session for reducing the amount of special legislation which the General Court has to produce year after year, and also agrees with the plan of Speaker Saltonstall for reducing the number of freak bills. Last session the number of special bills to enable the cities and towns to borrow beyond their legal debt limits was 36. It is reasonable to assume that they represented unnecessary legislating, for almost invariably the General Court approves these requests.

What is proposed in both bills is right in principle. If it is necessary for the cities and towns to come to "the Hill" over and over again to obtain the right to borrow for some legitimate municipal purpose in excess of the amounts allowed them under the present limits, it might seem that the borrowing capacity is too low. Why not then increase it to a conservative extent by a single new piece of general legislation instead of cluttering up the legislative machinery by hearings and arguments? The same result is attained in the end. We venture to assume that Mr. Bacon would rather accept Mayor Curley's plan than have things stay as they are. The argument against these proposals, of course, is that thus to raise the limits is to invite too free spending, which is why Mr. Bacon considered the referendum desirable. However, it is a question whether we have not taken away from our communities too much of that local autonomy which is supposed to be the theory of our government.

AMERICAN 2/26/30

2 Officials to Be Tendered Dinner

In recognition of their appointments to public service, Louis Barrasso, secretary to Mayor Curley, and John L. Hurley, special assistant United States attorney, will be tendered a dinner tonight at the Statler Hotel by the Shawmut Credit Union of Boston of which both men are officers.

Guests of honor will be Atty.-Gen. Joseph E. Warner and P. Nicholas Petrocello, former assistant corporation counsel of Boston.

AMERICAN 2/26/30

The City's Guests

Should the MAYOR Pay for Their Entertainment?

THE MAYOR of Boston, ex-officio a commuter between School Street and Beacon Hill, visited the State House on Monday for the first time this week, to urge the passage of a law authorizing the appropriation of city funds for the reception and entertainment of distinguished visitors.

Some of these visitors are not of Boston's choosing; ALL are made welcome. It happens more or less frequently that statesmen from abroad, guests of the Federal authorities, leave Washington for a tour of the principal cities. On these occasions, the Government looks to the cities to receive the strangers in a manner befitting their rank and importance.

Until two or three years ago, as Mr. Curley reminded the Committee on Municipal Finance, it was the custom to set aside a contingent fund and from that source to obtain such entertainment money as might be needed. But there was found to be no warrant in the law for such a fund and since that time the mayors—first, Mayor Nichols and now Mayor Curley—have been compelled to stand the gaff.

The Tercentenary celebration will bring more distinguished visitors than the city has seen since the World War. The people—of State and city—will expect them to be hospitably received, properly entertained.

To describe this situation should be enough to speed the legislative remedy.

TRAVELER 2/26/30

Why Should Curley Pay?



MAYOR CURLEY should not be subjected to the humiliation of having to beg of a legislative committee the right to appropriate money for necessary city expenses.

He has had to go before the municipal finance committee of the Massachusetts Legislature and ask them if they would please recommend a bill authorizing him to have a contingent fund.

When the Governor of Michigan came to Boston recently, Mayor Curley had to dig down into his own pocket to pay for his entertainment. We are to have a number of distinguished visitors during our tercentenary year and we certainly have no right to expect Mayor Curley to entertain them at his own expense.

During the war we spent as much as \$75,000 in one year entertaining visitors of world fame. It is a thing that must be done. It is a necessary part of civic business. It is good advertising for the city. We know that Mayor Curley will spend as little as possible. He is much more interested in getting work for people than he is in spending money for entertainment. So long as the custom is indispensable, let us, by passing House bill No. 908, relieve the mayor of this embarrassment.

MAY 15 SET FOR TRAFFIC LIGHTS

Tentative Date of Innovation in Car Control Downtown

CROSS STREETS GIVE TROUBLE TO EXPERTS

May 15 has been tentatively set for the inauguration of automatic traffic control in the down-town district of the city.

Delay in the delivery of equipment essential to the operation of the traffic lights has forced several postponements of the date of the change from manual to electric signals, and there is no certainty that the new system will be in use May 15.

What disposition will be made of the traffic officers at numerous posts on Tremont street between Bowdoin square and Broadway, and on Washington street between Haymarket square and Broadway has not yet been determined. Police Commissioner Wilson is said to be uncertain about the need of officers to supplement the automatic control system and to insure obedience to the electric signals.

How the new system will work remains a matter of conjecture, but the experts of the traffic commission intend to make an exhaustive test on several successive mornings before automobilists and pedestrians are told that they must control their movements in accordance with the signal lights.

The synchronization of the signals in the district which is officially known as "Unit 1," so that the purpose for which \$500,000 will be expended can be achieved, has developed more complications than have ever been encountered by the experts who have installed the Boston system.

TAXES EXPERTS

Block control of traffic movement by synchronized signals is not at all difficult, but to synchronize the movement of traffic on one-way Washington street with the two-way traffic on Tremont street, and to visualize and provide offsets for the vehicles turning from connecting thoroughfares into Washington and Tremont streets so that there will be no avoidable congestion has tested the capability of the experts.

They believe that they have conceived a system of operation which will double the speed of vehicles on Washington street and south-bound vehicles on Tremont street, but they confess the impossibility of increasing the speed of north-bound vehicles on Tremont street. The central control station in the

basement of City Hall annex is regarded as the most modernly equipped plant in the world. To guard against electrical troubles, three different timers will be installed. Two will be operated by alternating current and, in the event that the time equipment in operation becomes disabled, automatic devices will instantaneously cut in the duplicate equipment. Should both controls become disabled, another automatic device will set in operation an emergency generator, which will provide sufficient current in 20 seconds to supply the entire system.

When the automatic control lights are in permanent use it is expected that the speed of traffic on Washington street will be 15 miles an hour and of south-bound traffic on Tremont street 17 miles an hour. No estimate has been made of the speed of north-bound traffic on Tremont street, but it is certain that it will be considerably below that of south-bound traffic, because of the interruptions due to vehicles turning from connecting thoroughfares.

The engineers say that it will be possible to drive uninterruptedly on Tremont street from Bowdoin square to Broadway or to Arlington and Boylston streets, because the control system extends to that point on Boylston street. It also reaches Arch street at Summer.

GIVES \$100,000 LAND TO CITY

A gift of \$100,000 worth of land in Summer st. was offered today at a State House hearing to the city provided Summer and L sts. are widened.

The offer was made to Mayor Curley in person by Clarence King, owner of King Terminal, at one of several hearings on road construction should be," said the Treasury head's committee on municipal finances.

Mayor Curley, accompanied by Corporation Counsel Samuel Silverman, toiled up Beacon Hill to offer objection to the bill authorizing Boston to borrow money to construct underpasses or overpasses at Commonwealth and Massachusetts aves., at Cottage Farm bridge, at Harvard and Commonwealth aves., Allston, at Washington st. Brighton, Morton st. and Blue Hill ave., Mattapan, and on the Riverway at Brookline ave. and Huntington ave.

Henry I. Hartman appeared in favor as a director of the Metropolitan Planning Board, but Curley objected that the plan represented 100 per cent cost to Boston with no chance that it would yield 100 per cent.

In favoring the Summer and L sts. widening, Mayor Curley said the wider thoroughfares would be a great improvement at reasonable cost and would furnish a direct outlet to the South Shore.

City Auctioneer Foye to Make Debut By Putting Decrepit Ferry on Block

Something new in the way of auctions will be held in East Boston today.

The city will sell a ferryboat. The price will be \$2500 plus as much as Municipal Auctioneer Edward W. Foye can get from the successful bidder.

Mr. Foye will signalize his debut as city auctioneer at 2 o'clock by disposing of the Gen. Sumner, a boat which has plied across the harbor for more than 42 years. He hopes to greet a large number of bidders and to find that persons other than junkmen hope to own the Gen. Sumner.

Landlubbers admitted their ignorance and mariners laughed at Foye yesterday when he searched futilely for proof that a ferryboat has a bow and a stern like every other craft.

"The buyer has a grand opportunity," said Foye, "to distinguish the bow from the stern of the Sumner. It surely should be worth \$5000 of any man's money to settle this question. That's why Mayor Curley has made the upset price so low. He wants the budding scientists to definitely end the argument about the bow and the stern of a ferryboat."

Just how Foye will describe the Sum-

ner to the bidders is a secret. He'll probably say: "She goes as is. Look her over; see what she is and make your own price but make it as much more than \$2500 as you can stand. I want the money and you need a ferryboat."

Pressed to reveal what need anybody has for a ferryboat, Foye declared: "Well, if you're strong enough, you can take her home to the wife and kids and play with her in the artificial pond in the backyard. Or if you're a mechanic, you can fix up the things that need fixing and spend happy hours in the summer cruising around the harbor. She ought to be good for trips as far as Castle Island anyway. What a wonderful chance for a vacation."

There's a lot the matter with the Gen. Sumner. So much that Mayor Curley has deemed it prudent to spend \$300,000 for an up-to-date ferryboat. Obviously the experts have told the mayor that the Gen. Sumner's best days became history long ago.

But the Gen. Sumner will float. The length of 164 feet and width of 56 feet shows the possibilities. Foye isn't worrying about what becomes of the boat. He wants to make good in his debut as city auctioneer.

GLOBE 2/26/30 AM

HERALD 2/26/30

NEXT STEP IS TAKEN FOR NEW POSTOFFICE

Government Seeks Bids for Excavation at Site

As the next step toward erection of Boston's projected new \$6,000,000 Federal Building, bids are being advertised for today for the job of excavating on the site of the old structure which was lately razed.

Bids will be received until March 10 at the local office of Supervising Chief Engineer of United States Public Buildings Edwin H. Pearson. The contract will be awarded within a fortnight thereafter.

Specifications call for removal of a six-foot layer from the present floor of the 40,000-square-foot area, this task to be done within 120 days.

When this job is done another contract will be let for insertion of concrete footings that are to support the structure, and afterward the construction contract will be let on plans of the building prepared by Federal architects, to which the Boston firm of Cram and Ferguson is consultant.

LARGER SCHOOL COMMITTEE PROPOSAL IS ARGUED

That the present School Committee of five "is susceptible to manipulation" was claimed by Edward M. Sullivan, formerly a School Committeeman, when he appeared yesterday before the Legislative Committee on Education in favor of a bill to increase the membership from five to nine. Mr. Sullivan would have the members elected for four-year terms.

"The present committee," Mr. Sullivan charged, "is a committee of five in theory and in practice it degenerates into a committee of one."

He said that four years ago an appropriation bill for \$4,000,000, supported by Mayor Curley, was before the School Committee. As two members were hostile and two others friendly to the Mayor, the final decision was left to the neutral member.

Expressing the approval of the Margaret Brent Civic Guild the proponent of the bill, Mrs. R. J. Hastie of Hyde Park, declared that the present School Committee of five was out of touch with the affairs of the community.

Opposing increased membership, M. J. Downey, assistant superintendent in the Boston public schools, said that under the 24-man Board the schools were regulated by sub-committees virtually independent. There are now no sub-committees.

Mr. Downey also objected to the proposed borough system, remarking that it would lead to log-rolling.

CIVIL SERVICE REJECTS CONRY AS TRAFFIC HEAD

Commission's Decision Rouses Protests of Mayor's Friends

MAGUIRE CONFIRMED FOR INSTITUTIONS

Four Other Approvals— Fire Commissioner Held In Abeyance

The civil service commission refused yesterday to approve the appointment of Joseph A. Conry as traffic commissioner, but confirmed James E. Maguire of East Boston as institutions commissioner and deferred action for another week upon the appointment of ex-Senator Edward F. McLaughlin as fire commissioner.

Five of the 10 appointments considered by the commission were approved; two, Conry and James F. Gaffney, named a member of the board of appeals, were rejected, and action upon McLaughlin and upon James P. Maloney and Francis B. Howland, named members of the board of overseers of the public welfare was postponed.

The mayor is expected to submit Gaffney's name again. It is believed there is a misunderstanding on the part of the commission, as Gaffney's position on the board of appeal is as the mayor's representative and need not meet any special requirements.

Favorable action was taken upon Maguire, Charles T. Harding, street commissioner who becomes an election commissioner; Charles F. Bogan, street commissioner to succeed Harding, Philip A. Chapman, superintendent of supplies, and Anders T. Tellstrom, overseer of the public welfare.

Upon learning of the action of the commission Mayor Curley refused to make any comment. It is possible, it was reported last night, that he will submit the name of Conry for the third time. He has been twice rejected by the commission. The only other appointee to an important office to be eliminated by the commission is Mrs. Helen C. Galvin, named as city registrar.

CONRY'S REJECTION

Mayor Curley's silence was not shared last night by his political friends. They assailed the commission for the unfavorable action upon Conry and drew

from the decision scant hope that McLaughlin will be confirmed next week. The first decision on him was adverse.

The rejection of Conry can not be understood either at the State House or City Hall. The only objection which has been voiced by members of the civil service commission is that his dignified appearance is "repellent," but there has been no inkling of the identity of those who dislike the well-known bearing of the former congressman.

The confirmation of Maguire is believed to have been due to the insistence of Mayor Curley that he possessed qualifications for the post of institutions commissioner comparable with those of his predecessor, William S. Kinney, and if McLaughlin is finally approved, it can be attributed to the forcefulness of the mayor, which, however, failed to carry Conry along with the majority of his appointees.

Philip A. Chapman, who becomes superintendent of supplies, has been penal institution commissioner since the former Curley administration. His successor has not been named.

NAMES MISS BARR TO PLANNING BOARD

Curley Also Appoints Brogna Welfare Overseer

Miss Mary A. Barr, a member of the planning board during the previous Curley administration, was renamed to membership yesterday by Mayor Curley. He also appointed Vincent Brogna an overseer of the public welfare.

Miss Barr succeeds Mrs. Francis E. Slattery, by whom she was succeeded in 1927. The resignation of the latter was submitted to ex-Mayor Nichols.

Miss Barr is a native of Boston, a graduate of Notre Dame Academy and of the New England Conservatory of Music and became the owner of the M. Barr Company, engaged in transportation, upon the death of her father. From 1919 to 1927 she was a member of the planning board.

Mr. Brogna, a lawyer, a native of Italy, and a "cum laude" graduate of B. U. Law School in 1903, is one of the best known Boston men of Italian ancestry. He is a former assistant district attorney, served in the Legislature and is Grand Venerable of the Sons of Italy in Massachusetts. He takes the place of George H. Johnson, resigned.

GLOBE 2/26/30 AM

Gordon of Somerville.

WOULD REPRODUCE FIRST LEGISLATURE

Tercentenary Ideas Heard by Legislators

Campbell Criticises Rev Dr Conrad as "An Erratic Minister"

Rev A. Z. Conrad of the Park Street Church was criticised as "an erratic minister" by Chester I. Campbell, member of the Governor's Council, at a hearing yesterday before the special Tercentenary Committee of the Legislature.

Mr Campbell was presenting his ideas as to what the General Court of Massachusetts should do to commemorate the 300th anniversary of the first meeting of that body.

Mr Campbell said many people know little about the cost and duties of Government and are influenced a great deal by what Rev Dr Conrad and others "of a similar type" say. He characterized Dr Conrad as "an erratic minister, who upon being told by someone that a legislator took a drink, gets up on Sunday and harangues about the entire Legislature when he doesn't know what it's all about."

Because there is an idea in the minds of some of the public that officials are dishonest, said Mr Campbell, the Legislature, in observing its 300th anniversary, should take action that will educate the public in the duties of the various State departments.

Mr Campbell declared that the "smallness and narrowness of some public officials" is responsible largely for the lack of development in industry here.

Suggests Coolidge Speak

Francis X. Tyrrel of Chelsea urged the committee not to be niggardly in its plans. He spoke of the decline in the automobile, shoe and textile industries, and said the time has come for Massachusetts "to be put on the map."

A number of speakers favored the idea of reproducing the first session of the General Court, which was attended by eight members. This would be followed by a joint session of the present Senate and House.

Senator Samuel H. Wragg of Needham suggested that the meeting be held in a large hall like the Boston Garden, with ex-President Calvin Coolidge as the speaker of the occasion.

It seemed to be the consensus of the speakers that such a plan would be a good one.

Representative Charles L. Page of Boston suggested that as Pres Gaspar G. Bacon of the Senate and Speaker Leverett Saltonstall of the House are both descendants of Colonial families, it would be appropriate if they were asked to address the conventions on Massachusetts legislative history.

The printing of a tercentenary souvenir book also was suggested by Mr Page.

Other speakers were Senator Newland H. Holmes of Weymouth, George W. Emerson of Wellesley and John C.

Asks \$15,000 for Markers

The expenditure of \$15,000 for erection of 100 to 200 markers at historical spots throughout the State was urged before the Joint Ways and Means Committee by Herbert Parker and Frank R. Batchelder of the Tercentenary Commission.

Mr Batchelder said it is proposed that the markers be in the form of an iron tablet, 42 inches long, 36 inches high, and erected on a post six feet high, so designed as to be read easily by a passing motrist.

A clause to provide a penalty for

disturbing the markers was proposed by Walter K. Watkins, secretary of the Bay State Historical League, who is in charge of collecting the material for the tablets. Another who appeared to favor the bill was Chairman Charles P. Howard of the State Commission of Administration and Finance. Representative Roland D. Sawyer urged his resolve that the Legislature authorize the State librarian to issue a tercentenary edition of Charles Sumner's 1845 fourth of July address on "The True Grandeur of Nations."

MISS BARR APPOINTED TO PLANNING BOARD, BROGNA NAMED OVERSEER



MISS MARY A. BARR
Appointed to City Planning Board

Mayor Curley yesterday announced two appointments. Miss Mary A. Barr, a native of Boston, graduate of Notre Dame Academy and of the Conservatory of Music, is named a member of the City Planning Board, of which she was a member from February, 1919, to September, 1927.

Vincent Brogna, born in Italy and graduate of Boston schools and of Boston University Law School, was named an overseer of public welfare.

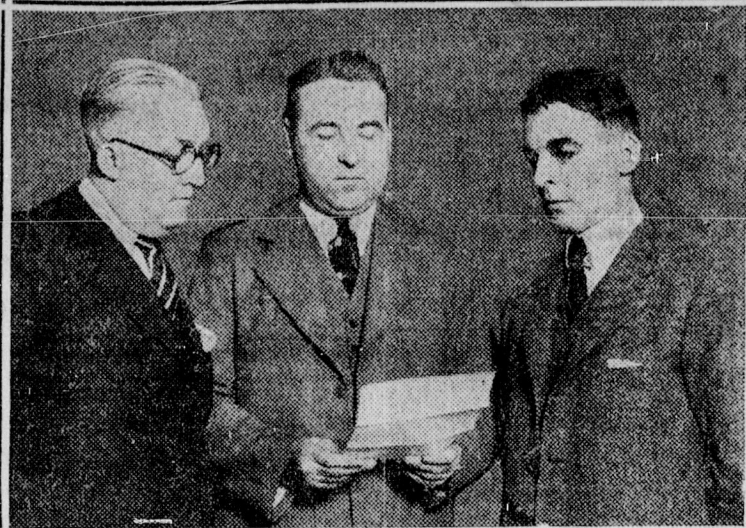
Miss Barr has been a member of the advisory board to the Division of Im-

migration and Americanization for many years and was chairman of the women's committee on public safety. She is proprietor of the M. Barr Company and her experience with transportation matters, extending over a long period of years, has given her a particular insight into city planning problems. She is a member of the executive committee of the Boston tercentenary and is chairman of the subcommittee on social service.

Mr Brogna served in the Legislature five terms, is a master in chancery and a former assistant district at-

GLOBE 2/26/30 PM

SOUTHERN ARTERY RENAMED AS THE GALLIVAN BOULEVARD



NEW OFFICIALS OF CITY OF BOSTON

Left to Right—Charles F. Bogan, street commissioner; Philip A. Chapman, superintendent of supplies; Maj Charles T. Harding, election commissioner.

The first official act yesterday of Charles F. Bogan, new street commissioner, sitting with other members of the board, was to move that the portion located in Boston of the thoroughfare termed the Southern Artery be named the Gallivan Boulevard. The motion was carried and the order putting it into effect was signed last night by Mayor Curley.

Joseph A. Rourke, Public Works Commissioner, has directed that appropriate Gallivan Boulevard signs be provided as soon as possible, and upon completion they will be erected with fitting ceremony.

For some time Veterans of Foreign Wars, American Legion and Vet-

erans of the Spanish War and other admirers of the late Congressman James A. Gallivan have petitioned the Street Commissioners to christen the Boston section of the thoroughfare after the deceased member of Congress.

A hearing last Wednesday was held on an order introduced by Councilor Michael J. Mahoney, representing the late Congressman's district in South Boston. The order was passed unanimously by the Council.

Other members of the Curley cabinet, in addition to Mr Bogan, to take man, superintendent of supplies; Ex-State Senator James E. Maguire, institutions commissioner; Maj Charles T. Harding, election commissioner, and Anders T. Tellstrom, overseer of public welfare.

MCCORMACK WIRES CURLEY LOAN SUPPORT

Congressman John W. McCormack of Boston sent a telegram from Washington yesterday urging favorable action by the Legislative Committee on Municipal Finances on the bills of Mayor Curley to permit the city of Boston to borrow outside the debt limit for repairing, widening and resurfacing Boston streets. His telegram follows:

"Urge favorable action on bill of Mayor Curley to borrow money outside debt limit to build and fix Boston streets. Unemployment situation so acute that I feel justified urging favorable action by committee. Opinion here is that conditions will become aggravated rather than improved in private industry in next several months.

"Every possible Governmental work should be done to try and relieve situation. Furthermore condition of streets justify consideration. With authority granted and Mayor Curley's knowledge and experience greatest

amount of relief will be secured and members of committee would be publicly commended.

"I am doing everything I can to have work on Postoffice started as soon as possible. Consider bill before you of such major importance that if important committee hearings did not compel my attendance in Washington I would go to Boston to appear in support of bill. May suggest that you record my views."

HERALD 2/27/30

COUNCIL OFFERS \$500 REWARD FOR KIDNAPPER

The executive council yesterday afternoon adopted an order of Councilor James Powers of South Boston authorizing the Governor to offer a reward of \$500 to the person furnishing information leading to the apprehension and conviction of the individual who kidnapped Anna Dorothy Smith, 5-year-old Charlestown girl, last Friday. The child was found the following day.

GLOBE 2/26/30 PM

DOLAN APPOINTED AS CITY TREASURER

Edmund L. Dolan, broker at 60 State st, who has been active in city



EDMUND L. DOLAN
Appointed Boston City Treasurer

affairs during Mayor Curley's administrations, was appointed yesterday as city treasurer.

Mr Dolan was appointed as a member of the Sinking Fund Commission Jan 9 and confirmed by the Civil Service Commission Jan 21. Two days later Mayor Curley accepted the resignation of Frank L. Brier as city treasurer and appointed Mr Dolan as acting city treasurer.

Mr Dolan was chairman of the Sinking Fund Commission during the last Curley administration and served as superintendent of the city Supply Department during that administration.

The sinking fund commissionership is unpaid but the city treasurer's post carries a salary of \$9000.

SUBURBANITES BACK BILL BY MISTAKE

In the mistaken belief they were supporting a measure which would bring long-awaited relief to the 507 unaccepted streets in suburban Boston, some 800 men and women from the outlying sections voted unanimously in favor of Mayor Curley's \$10,000,000 bill for accepted streets only, at a hearing yesterday and went with the feeling their troubles soon would be over.

There was only one thing to do and Representatives Gilman, Birmingham and Duffie of Boston lost no time in doing it. They filed a bill authorizing the city of Boston to borrow \$10,000,000 for permanent street pavement on both accepted and unaccepted streets.

The bill is identical with the Curley bill heard yesterday by the Legislative Committee on Municipal Finance except that it includes unaccepted streets.

Contd

TRANSCRIPT 2/26 P.M.

would beat all records. He had circulated fliers throughout the district urging the residents to appear at a certain room in the State House for the hearing. Several hundred followed instructions, and much to their surprise the committee room mentioned by number was a closet. The real place of meeting, however, was on the same floor, on the other side of the corridor, but when the citizens went there they could not get in, so large was the assembled crowd. When adjournment was taken to the Gardner auditorium there were seats for all and there were no more unpleasant incidents.

Curley Central Figure

The deliberations of the assembly centered about Mayor Curley who was on his feet most of the time, exuding wit and wisdom to the committee and attracting frequent bursts of applause especially at his digs against the Republican party. The first bill heard was that based on the recommendations of the Division of Metropolitan Planning for the construction of overpasses on Commonwealth avenue at Massachusetts avenue, Cottage Farm bridge and Harvard avenue and Washington street, Brighton, and on the Riverway at Brookline and Huntington avenues.

Henry I. Harriman, chairman of the division, speaking in favor, said that conditions at the Arborway especially are bad and felt that work in the improvement in that section should be started as one of the first projects undertaken.

Mayor Curley, however, felt otherwise. While the amount of vehicular traffic passing the Arborway and at Massachusetts and Commonwealth avenue is heavy, he said, conditions in the two places have been improved of late by a rearrangement in the traffic system there. For the time being, the mayor thought, there is no need of making further improvements.

Having voiced his opinions in the foregoing respect, the mayor then called upon Rupert S. Carven, city auditor, to speak upon the financial aspects of the improvements. Mr. Carven called attention to the fact that the improvements suggested would be paid for entirely by the city of Boston despite the fact that they are made necessary by the steady increase in automobile traffic. Rather than Boston taxpayers being required to foot the bills, the necessary funds, Mr. Carven thought, should come from the State highway fund.

Mayor Curley, agreeing with his auditor, felt that if Boston is required to pay for all of the improvements it should be made certain that it will receive all the benefits. Otherwise, the mayor thought, the money should come from the automobilists of the State.

The mayor was asked if he would include the plan for an underpass at the North Station among those which should be delayed pending further study of the subject, as he had recommended. The answer was in the negative, inasmuch, he said, that conditions at the North Station are such that something must be done at once.

Summer Street Widening

In his argument in behalf of his bill authorizing the city to borrow money for the widening of Summer street and L street, South Boston, he called attention to the fact that a serious bottleneck exists near the Fish Pier. He was questioned by Representative Halliwell of New Bedford, whether the city authorities would be able to do the work on the sum asked or whether they would come to the Legislature in a few years for more money to pay the bills, as had been done in other street widenings.

The mayor felt that the work could be done for less than \$1,000,000, and as a ten-stroke he asked Terran P. King of the King Terminals if he would be willing to transfer some of the necessary land to the city at its assessed valuation. Mr. King reported that his company would donate the land if assessed no betterments.

When Mr. Halliwell continued to express doubt, the mayor reminded him at length that though widenings are expensive, they result in greatly enhanced valuation of property, instancing the Province street, and the Cambridge and Tremont street widenings.

"I am delighted you haven't included Exchange street in your list of streets which required more money than originally authorized," the mayor remarked to the committee member. "Recently I had occasion to look up the old names of several of Boston streets and found that Exchange street was once named Change avenue, which is rather a suggestive name. But previous to that, it was called 'Damnation alley,' even more suggestive."

The mayor received the support of the City Planning Board, the executive committee of the Real Estate Exchange and Henry I. Harriman on this proposition, as well as on the other bill for the widening of Dorchester avenue below its junction with Old Colony avenue. Mr. King declared that the improvement of Summer street would be interesting in view of the commercial development prospects which the city has in that district.

The mayor had much to say of the Dorchester street improvement in its relation to the Fort Point Channel. Discontinuance of the channel and the proposed filling of the South Bay to Massachusetts avenue, offered possibilities for the abandonment of the Exeter street yards where railroad cars are stored. Representative Twohig went on record as favoring both bills and no opposition to either was expressed.

Good for Unemployment

All this was preliminary to the real hearing of the day, that on the mayor's \$10,000,000 street borrowing bill, the mayor starting the argument with the statement that if he were asking for too much it was because his predecessors had asked for too little. He had had his new commissioner of public works prepare a list of the streets that it is necessary to improve for public travel. The demands were as follows:

City proper, \$59,000; Charlestown, \$258,000; East Boston, \$350,000; Roxbury, \$750,000; Brighton, \$1,108,000; Dorchester, \$1,904,000; West Roxbury, \$1,509,000; Hyde Park, \$508,000.

Much time was taken by the mayor to explain the construction of the old-time streets of macadam which do not stand up under the heavy vehicular traffic of today, during which he roundly scored the contractors who had crushed rock to sell. He thought depreciation of street surfaces amounted to \$2,000,000 annually. In the last twenty years the average expenditures for new construction had not been more than \$1,000,000.

When the question of unemployment was raised in relation to the opportunities which a big program of street work would furnish, Mr. Curley remarked that no man was more loyal to Al Smith than he and no man wished President Hoover to carry out his promises and check seasonal unemployment more than he. He was confident that with the great amount of work planned by the city most of the 60,000 unemployed would be taken care of. Incidentally, the mayor said, "noth-

ing would be more helpful to the Republican party." It was then that he referred to the slogan, "Bigger, Better, Busier Boston," as enunciated by Mayor Fitzgerald years ago and suggested a slogan for today in "Bread, Butter and Beer."

When the mayor declared that it would take \$15,000,000 for the proper laying out and construction of streets on which fine homes have been built, Samuel Silverman, corporation counsel, declared that if the city gets the increase in the borrowing capacity it would take care of the outlying situation and enable the city to engage in future planning along comprehensive lines.

Mr. Silverman suggested that the committee obtain the sentiment of the spectators by a standing vote. When he called for it, more than 800 persons arose. When he suggested that those opposed rise, nobody stood. There was an outburst of applause. The chairman read a telegram from Congressman McCormack favoring the mayor's bill and stating that the demand was so great that he would be present if important matters had not detained him. Every member of the City Council was recorded in favor and the Boston representatives as well.

Just as the hearing was breaking up, and a crowd was milling around the front of the auditorium, one of the audience rose to his feet and asked permission to ask Mayor Curley one question. When permission was granted he asked if any of the many unaccepted streets in the outlying sections are considered existing highways so as to come under the provisions of the bills. The mayor replied that as he understood the law, they did not.

Another excited member of the audience took objection to the allotment of only \$1,500,000 for streets in West Roxbury, whereas the division calls for \$1,900,000 for Dorchester. Mayor Curley took a few steps forward and closed the meeting by answering, "When it reaches the stage that any government has to be ruled by noisy protest, then all government is doomed. The figures were compiled by competent authority and they will not be changed."

On New Job



Philip Chapman, new commissioner of supplies, shown as he started his duties at City Hall yesterday. He was among several Curley appointees to begin yesterday.

GLOBE 2/26/30 PM

TRANSCRIPT 2/26/30

MAYOR OPPOSES TRAFFIC PASSES

Disagrees With Harriman, Planning Division Head

Stating that there is no need of further improvements for the time being, Mayor Curley appearing before the Legislative Committee on Finance at the State House, today virtually opposed the proposal of Chairman Henry I. Harriman of the Metropolitan Planning Division for the construction of traffic overpasses and underpasses at certain busy intersections in Boston.

Mayor Curley was seeking to borrow \$15,000,000 outside the debt limit for the purpose of resurfacing, widening and repairing existing highways.

The overpasses or underpasses would be made at Commonwealth and Massachusetts avs, Cottage Farm Bridge, Harvard av, Allston; Washington st, Brighton, and the Riverway and Brookline and Huntington avs.

Mayor Curley disagreed with the Planning Division chairman that this work should be started as one of the first projects undertaken at this time, although he agreed that the amount of traffic at some of these points is exceptionally heavy.

The Mayor felt that the installation of the rearranged traffic system at the Arborway and at Massachusetts and Commonwealth avs means a decided improvement in the conditions there.

Mayor Calls Upon Auditor

Having thus given his opinion of the project, Mayor Curley then called upon City Auditor Rupert Carven to speak on the financial aspect of the work called for under the measure.

The auditor invited attention to the fact that the work called for would be paid for entirely by the city of Boston, despite the fact that the work is said to be necessary because of steady increase of auto traffic. He thought that the funds should be taken from the State highway fund and that Boston should not be required to foot the bills.

Mayor Curley echoed this sentiment. If Boston is to be required to pay for all the improvements it should be made certain that it will receive all the benefits. Otherwise, he thought, the money should come from the autoists of the State who would share in the benefits.

The underpass proposed at the North Station is not to be classified with the proposals in the Harriman bill, Mayor Curley said in answer to questions. He does not believe that action on the North Station project should be delayed. Conditions at that point are such as to necessitate prompt action, he said.

Seeks Money for Summer Street

Mayor Curley then urged favorable action on his bill authorizing the city to borrow money for the widening of Summer st, near the Fish Pier. At that point the thoroughfare is about 40 feet in width. The Mayor called attention to the fact that with Summer st, near the South Station, wide, and a wide thoroughfare beginning at the Strandway, in South Boston, work should be started to eliminate the bottle neck near the Fish Pier.

The Mayor was questioned by Representative John Halliwell of New Bedford,

a member of the committee, as to whether the city authorities could come to the Legislature for more money for the widening, as has been done in other widenings in the past. Mayor Curley felt that this would not be necessary, in view of the fact that the property to be taken is of an inexpensive character. The Mayor was strengthened in his belief when Tarrant King, representing the King Terminals in South Boston, near Summer st, volunteered to donate some of the property of his company to the widening.

"That being so," the Mayor remarked, "the cost would be cut \$100,000. Now I am sure we will not need additional funds."

Asks Better Streets for City

The Mayor urged the committee to give Boston the type of streets she deserves as the capital of the State. He said that for the past 29 years the average annual expenditure for street repair has been \$1,000,000, while the depreciation has been twice that amount.

He expressed the hope that President Hoover would carry out his promise to stabilize industry and relieve unemployment. The bills under consideration by the committee would enable the city of Boston to employ 80,000 Greater Bostonians now out of work, he said.

Mayor Curley pointed out that if he is authorized to borrow the money the work of permanent laying of street surfaces can be started at once, because the gas and electric conduits and the sewer systems are already in. He said that the streets on which many fine homes are located are in a deplorable condition.

The needs of the various sections of Boston with regard to streets was stressed by Representatives and Councilors from various wards. The entire City Council and the Boston legislators, including Senator Joseph J. McFarland, William M. McMorro, McFarland, William M. McMorro, Luke Mullen, Joseph Finnegan, Lewis R. Sullivan, Harold R. Duffie and James J. Twohig, favored the bill.

Everybody Present in Favor

Assistant Corporation Counsel Samuel Silverman suggested that those favoring the measure rise, and every person in the auditorium stood up. Delegations from West Roxbury and Roslindale, which made up about half the audience, later were recorded separately.

An excited member of the audience took exceptions to the allotment of only \$1,500,000 for streets in West Roxbury, while Dorchester would have \$1,900,000, but Mayor Curley announced that the figures would not be changed.

"When it reaches the stage where any Government has to be ruled by a noisy protest, then the Government is doomed," he added.

Another member of the audience asked if the unaccepted streets in the outlying sections are considered as existing highways. The Mayor replied that he understood that they did not.

Great Throng Demands Street Improvements

Supports Curley's \$10,000,- 000 Bill Under Serious Misapprehension

Point Later Raised

This Money Not Available for Unaccepted Streets, but Could Be Amended

Mayor Curley, at today's street hearing at the State House, suggested this slogan for the Republican party:
BREAD - BUTTER - BEER

By Forrest P. Hull

Eight hundred men and women from the outlying sections, who are suffering from the mud and filth of 507 unaccepted streets that would require at least \$5,000,000 for construction, went to the State House today to support the \$10,000,000 street measure, by appeal of their councilors, which Mayor Curley had filed a few weeks ago and which was scheduled for a hearing, with other street measures, before the Committee on Municipal Finance. They saw in the measure long-awaited relief, and they even went away with the feeling that their troubles would soon be over.

But the \$10,000,000 bill, despite the announcements which had unofficially been made from City Hall, was not an unaccepted street measure at all. It was drawn "for the purpose of the construction of permanent street pavement on now existing highways in the city of Boston," and it was admitted by its sponsors, the city officials, that none of this money, if made available, could be used for the laying out of the residential streets.

Strangely enough the hearing went on for more than two hours without this question being raised, though the mayor admitted, in the course of his argument, that were the Legislature inclined to pass his bill heard on a previous day, for an increase of the city's borrowing capacity from 2½ to 3 per cent of the valuation, the additional \$9,000,000 which would accrue this year would enable him to use part of the money on the streets which the audience largely represented. The mayor was willing to accept the increased borrowing power bill in lieu of his measure providing \$10,000,000 outside of the debt limit.

The street demonstration started off with a joke, anyway. Councilor Cox of West Roxbury, serving his first year in the Council, had worked hard for a demonstration of his constituents that

Contd

TRANSCRIPT 2/26/30

GLOBE 2/26/30

which allows the mayor of Boston to fill the position for which an appointee has been rejected with the head of any other department in the city government, regardless of whether that man is any better, or even as well qualified to hold it as the man who has been turned down."

As an instance of what he meant, Mr. Goodwin called attention to the fact that at the present time a member of the board of overseers of the poor is temporarily functioning as a transit commissioner.

"I don't know who is in charge of Boston traffic now," said Mr. Goodwin, "but the chances are he isn't as well qualified as Mr. Conry. There might be some sense to the thing if it was not for the loophole presented in this power of the mayor to substitute someone who may be totally unfitted to hold the position to which he is transferred.

"Another unfair and, I believe, very un-American feature of this matter is the provision which allows the Civil Service Commission to turn a man down without giving any reason. From the standpoint of the Republican party, I think you members of this committee will be doing a good job to get this thing out of politics by favoring this bill."

Making Boston "Good"

Former Mayor Fitzgerald, made a spirited attack on the administration of Commissioner Goodwin and upon the provision of law giving him jurisdiction over the appointments of the Boston mayor.

"I can't see why the Republican party tries to make the city of Boston 'good' by law," declared Mr. Fitzgerald. "There are numerous instances; plenty of them within the last ten years, in which county and town treasurers have defaulted and I think an examination of the records would show that 90 per cent of them were Republicans. We've never seen any effort on the part of Republican Legislatures to make the towns honest by legislation."

He charged Elliot Goodwin with being unfit by disposition and training to hold his office, in so far as it pertained to passing on men selected to fill executive positions in the Boston city Government.

Turning again to the comparison drawn between the conduct in office of Boston officials and those of other municipalities and counties of the State, Mr. Fitzgerald said, "Remember we have no Readings in Boston. In Boston, we have the present police commissioner, whose name is a byword throughout Massachusetts and whose administration is of such a character that it has been talked of throughout the entire country as meriting a thorough investigation."

Civil Service Commissioner Goodwin said that he did not know whether he, as the head of the department, was acting with propriety in suggesting a course of action for the legislative committee having charge of matters affecting civil service, but that he felt that he should make some answer to the charges and insinuations that had been made by Mr. Conry and Mr. Fitzgerald.

"First of all, I want to refute the statement of Mr. Fitzgerald that I said I did not care whether a man had a family or other dependents," he said, "and it is not the first time I have had to deny something that Mr. Fitzgerald has said about me. My statement on the occasion referred to by him was confined to the provisions of the laws on civil service which make no legal distinction between the man who has dependents and the one who has none and no one can refute the law."

Referring to Mr. Conry's charge he said that politics had entered in no way into the failure of the commission to certify Mr. Conry as an expert in traffic

matters. There were no "orders" of the kind imputed by Mr. Conry to Republican leaders, either issued or received. And finally, there were no anonymous communications reflecting on Mr. Conry's ability to hold the position either received from any source or considered by the commission.

Agrees with Frank Goodwin

Speaking directly on the bill under discussion, he said, "I agree absolutely with what has been said concerning the reports by previous Civil Service Commissions on the difficulties resulting from this situation and I agree with Frank Goodwin as to the limits of the present law. I agree with him also regarding the provision under which the mayor repeatedly sends back the name of a person rejected and substitutes in the meanwhile an even less qualified person. It is a very unsatisfactory provision for the appointment of department heads of the city of Boston.

"As a student of civil government, therefore, rather than as Civil Service commissioner, I am opposed to this provision. I do not think it is consistent with the principles of democratic government."

Mayor Curley, who was the final speaker, declared that it was his assumption that the commission had turned down Mr. Conry because he had offended its dignity.

"Mr. Conry," he declared, "appeared at the office of the commission with a cane in his hand and, before going in, waited in the outer office. He rapped on the floor with his cane and remarked to one of the office staff, 'Please notify the distinguished triumvirate within that Mr. Conry is without.'"

"I assume," said the mayor, "that the remark of Mr. Conry offended the dignity of the commission but why should this be a reason for turning the appointee down?"

Mr. Curley then criticized the way in which the commission checks up on the qualifications of appointees they are called upon to certify. At the end of every mayoralty campaign there are persons, he said, who are disgruntled at the result and they fill the air with stories about persons given appointments by the new mayor. In its investigation of candidates, the commission must rely on the information furnished by "snoopers and snipers" who obtain their material from persons with a grudge against the man appointed. This has the result, the mayor said, when the man is finally given a hearing, of subjecting the appointee to grand jury proceedings, in that he has no means of knowing what information has been stacked against him or what fictitious charges he will have to defend himself against.

GLOBE 2/26/30

GOV ALLEN ENCOURAGED BY CURLEY'S COOPERATION

Coordination of efforts of municipalities in expediting public works so as to absorb unemployment, according to Gov Allen, will exert a tremendous influence in stabilizing our economic situation.

The Governor in a letter yesterday to Mayor Curley said "it is indeed most encouraging to receive your assurance of cooperation in connection with our program for expediting public works." He went on to say that every effort is being made by the State to advance construction of highways, public buildings, etc.

APPROPRIATION BILL ADVANCED UNCHANGED

House Supports Committee
on All Items

Three-Year Boston Tax Limit at \$16
Is Recommitted

After some debate on various items in the general appropriation bill, none of which was changed, the State House of Representatives yesterday ordered the bill to a third reading just as it was reported by the Committee on Ways and Means.

Objections were offered to some of the items recommended for the State Board of Education, the Civil Service Commission, the Minimum Wage Commission, the State Industrial Commission and the Department of Public Utilities, but the House in every case supported the committee.

Speaker Saltonstall ruled, on a point of order raised on Tuesday by Representative Sawyer of Ware, that although the bill calling for the vaccination of pupils in private schools was beyond the scope of the petition on which the bill was based, it was still proper for the House, if it so desired, to refer the petition back to the Committee on Public Health. After a brief discussion the House voted to recommit.

The bill permitting members of the boards of directors of credit unions to borrow money therefrom was ordered to a third reading. Representatives Thomas of Fall River and O'Connor of Boston opposed it, but Representative Wellen of Marlboro said the Bank Commissioner approved it.

On motion of Representative Anderson of Boston the bill fixing the tax limit of the city of Boston at \$16 per \$1000 for the years 1930, 1931 and 1932 was recommitted to the Committee on Municipal Finance. The committee has had a hard struggle on the bill, but finally voted, 8 to 7, to report it. Now the matter will be taken up again.

The House accepted the adverse committee report on the bill providing that in places where soda and similar drinks are sold the receptacles used therefor must be rinsed in running water unless paper cups are used. It was argued that such matters come within the jurisdiction of local boards of health.

RECORD 2/27/30

CURLEY NAMES DOLAN TO POST AS TREASURER

Mayor Curley appointed Edmund L. Dolan city treasurer yesterday. Mr. Dolan, a member of the sinking fund commission, had been acting treasurer since Feb. 1.

His name was sent to the Civil Service Commission. He is a broker and in Mayor Curley's last administration was chairman of the sinking fund commission. The position carries a salary of \$9000 annually.

Conry Flings Challenge at Civil Service

**Defies Board to State Reason
Behind His Rejection as Traf-
fic Commissioner**

Speaks at State House

**Hints Commissioners Acted
Under Orders of Republi-
can Party Bosses**

Joseph A. Conry appeared today before the legislative Committee on Civil Service to fling a sensational challenge to the Civil Service Commission to produce the evidence upon which his rejection as traffic commissioner of the city of Boston was based, and to "submit it to the world," at a hearing on the bill of Senator John P. Buckley for the repeal of legislation subordinating the appointment of Boston city department heads to the jurisdiction of the Civil Service Commission.

Mr. Conry said that until this entire evidence is published he would insist that his rejection was "political punishment inflicted by order of those inside and outside the State House—narrow political enemies who thought that to discredit me by this act would weaken my public standing in the future."

When the hearing opened and it was seen that the number of those desiring admittance was larger than the room could accommodate, adjournment was ordered by Senator Frederick E. Judd of Southampton, chairman of the committee, to a larger room. Civil Service Commissioner Elliot H. Goodwin was among those present.

Mr. Conry's full statement was as follows:

"I challenge the Civil Service Commission to produce the evidence and submit it to the world upon which it based its reasons for my rejection. Until this entire evidence is published I shall insist that my rejection is political punishment inflicted by order of those inside and outside the State House—narrow political enemies who thought that to discredit me by this act would weaken my public standing in the future. It was a blunder of reasoning. A lad of Irish ancestry is always taught to love his enemies. I shall continue to chastise in my feeble way those whom I love as the enemies of my party, of my State."

Goodwin Favors Bill

The hearing was crammed with testimony of a sensational turn, not the least of which was the appearance of Commissioner Elliot H. Goodwin, stormy petrel

of the political arena during recent months, to speak in favor of the bill, which would relieve the Civil Service Board of all necessity of passing on the qualifications of appointees of the mayor of Boston. Another unexpected turn was the emphatic denial by Frank A. Goodwin, chairman of the Boston Finance Commission, that the injection of the political issue by Mr. Conry and former Mayor John F. Fitzgerald, who also spoke, had any real bearing on the situation in fact.

Mr. Conry said he was appearing before the committee after a conference with the mayor, who was in favor of the bill. He said he had no personal hostility to Elliot Goodwin or toward any of the other two members of the commission, neither of whom was known to him personally.

"When I first went before the commissioners for examination," Mr. Conry said, "Mr. Goodwin asked me a question, which I took the trouble to write down immediately after leaving his office. It was this: 'Do you think such legislation (that relating to the creation of the Boston Traffic Commission) wise or necessary in view of the fact that we have a State Department of Public Works with a traffic division in it?'"

Mr. Conry said that he had answered that inasmuch as the bill creating the Boston commission had been drawn on the petition of the Boston Chamber of Commerce and a number of prominent Boston business men; passed by the Legislature and signed by the governor, he did not see why he should be called upon to determine their wisdom in doing so. He said that Commissioner Goodwin asked him but a few desultory questions after this and that when he left the commissioners' office all three had treated him with gracious consideration.

It might seem frivolous to dwell upon the point, he declared, but it appeared that the commissioners had not taken kindly to his dignified manner, which they interpreted as haughty superiority which would unfit him for the position of traffic officer of the city of Boston.

"The report to this effect in the newspapers," Mr. Conry declared, "was not an idle rumor. That same message was conveyed to me before I went in for my second hearing. I was told that I should adopt a more humble manner on my next visit."

The speaker then quoted from Article 12 of the Bill of Rights which he termed "perhaps the most jealously guarded and highly prized document possessed by Massachusetts citizens," emphasizing the right of every man to meet the witnesses against him face to face and demand their reasons for opposing him.

Desires to Protect Name

Mr. Conry said he was chiefly interested in protecting his good name; that the position of traffic commissioner itself was not important to him, but that, when a man is turned down without reason, as he had been, the Civil Service board was not only making accusation, but including also a conviction and a sentence.

"When a man is thus rejected," he said, "the people abroad through the land begin to whisper that there must be something wrong with him; that he must have done something that would put him beyond the pale of his fellows. Otherwise the Civil Service Commission would not have so acted on his case."

He declared that on the second visit to Goodwin's office, having been admonished to conduct himself with proper humility, he was accompanied by Mayor Curley, to whom Commissioner Goodwin conveyed the suggestion that he might desire pri-

vate words with the mayor. Mr. Conry said that he informed the commissioner that he would retire if Mr. Curley wished him to but that he knew of nothing in his entire career that he was afraid to discuss before anyone. He cited this incident as another reason for the repeal of the objectionable provision.

"I have been some years in public life," he continued, "in consequence of which I have come to be reasonably well known in Boston, but only one man of my acquaintance came to me and said that he had received an inquiry about me from the Civil Service Commission. And yet I feel sure that they consulted with many that might be classed as my political opponents; perhaps as political enemies of mine, but in all of the forty-four days during which my appointment was before them for consideration, they never once considered calling me before them to answer any of the arguments advanced against his confirmation."

Mr. Conry intimated that the Civil Service commissioners were acting under orders from Republican party bosses, who desired to see him turned down so that the rejection might be used as an argument against him at some future stage of his political career. He then launched into a denunciation of the Republican administrations, as regards appointments to places on the major State commissions. He said that although it had been possible to elect, in the person of David I. Walsh, a governor of the State and a senator in Congress who was a communicant of the Roman Catholic faith, it was evidently impossible to obtain the appointment of a Catholic to an important department position. As evidence of this he cited the departments of Labor and Industries, Public Utilities, Public Works, Civil Service, and the Metropolitan District Commission, which he said has seven Republican members, none of them Catholics.

He had given considerable attention during the past year, he said, to the Metropolitan Transit District, which is an important arm of the government, due to the fact that a clause in the bill creating it stipulated that the measure had to be acceptable to the Boston City government before becoming effective. He quoted President Gaspar G. Bacon of the State Senate as saying recently that he did not understand how that provision happened to get into the bill, and added that it was extremely fortunate that it did so, in view of the City Council's unanimous vote against acceptance.

Getting back to his rejection as traffic commissioner, Mr. Conry said that he had no desire to stand before the committee as a martyr or a hero. He only wanted the rights that every citizen was entitled to.

Denies Republicans Involved

Frank A. Goodwin said he thought he had as good a right to represent the Republican point of view as any person, in view of the number of votes he received as a candidate for the Republican nomination for governor last fall.

"It appears that this affair has taken on a political aspect," he said, "and I don't think it should. I'm here as a Republican, not as the chairman of the Boston Finance Commission, and I want to deny that the Republicans have anything more to do than the Democrats with the situation that is to blame for all this trouble. I came up here to oppose this very provision, as a member of the Boston City Council, as long ago as 1909. It is wrong because it places in the hands of three men who are not necessarily experts in anything, the duty of passing on the expert qualifications of men appointed to fill specialized jobs.

"It is ineffective in the bargain because of another provision in the law

AMERICAN 2/26/30

10 Million for Streets

:-

By FRANKLIN COLLIER



AMERICAN 2/26/30

Curley Denies B. U. Buildings Sought

The possibility that the Boston University College of Business Administration might lose its buildings in Boylston st., between Berkeley and Clarendon sts., to make room for a new civic center, has been definitely denied by Mayor Curley.

The Boston University News student journal, carried a story to the effect that the city is planning to take over the site and remove the university buildings. The Mayor stated that he had looked over the site as a possible location for a proposed civic auditorium, but that it is too small and therefore is not being considered further.

Cont

CELOB 2/26/30 PM

Again referring to the Metropolitan Transit act, he pointed out that it called for the appointment of four men by the Governor and one by the Mayor, and declared that the member appointed by the Mayor was not subjected to approval of the Civil Service Commission.

Frank A. Goodwin Favors Bill

Mr Conry was followed by Frank A. Goodwin, ex-State Registrar of Motor Vehicles and chairman of the Boston Finance Commission. Goodwin said he appeared as a Republican having in mind the interests of his party. He declared that he was in favor of the bill and expressed the belief that the commission would be glad to get rid of the provision.

The provision Goodwin said, was put into the law to prevent unfit men from being appointed to heads of departments in the city of Boston. The objects of the act he contended are defeated inasmuch as the Mayor, if the commission does not approve an appointment, can appoint any other head of a department to fill the position in question. "So you see," he said, "if the appointment is not confirmed the Mayor has the choice of all other department heads and can pick a man who will do his bidding."

Mr Goodwin was of the belief that if the provision permitting appointment of temporary heads was not in the law that the principle of State confirmation might be worked out to satisfaction of everyone. Regarding the right to reject without giving reasons, the speaker held that such a provision is unfair and un-American. He said the Legislature would be doing a good job to repeal the law and get the matter out of politics.

Commissioner Answers Charges

Civil Service Commissioner Elliot H. Goodwin answered the charges made by Conry. He said: "Regarding the statements made here by Mr Conry I want to say three things: First, that politics entered in no way in the failure of the commission to sign the certificate that he was qualified as an expert or by training, education or experience for the position.

"Second, there were no orders issued or received.

"Third, that as far as I know no anonymous communications were received."

That was all the commissioner had to say regarding Conry's testimony. He then took up the provisions of the bill. He agreed with reports of previous commissioners on the subject and also with the statement of Finance Commissioner Goodwin that the act fails to accomplish the objects for which were sought. "This is a very unsatisfactory provision to bring about the appointment of qualified men as heads of the department of the city of Boston. I am very much opposed to this provision."

Curley Pays His Respects

Mayor Curley caustically paid his respects to the Civil Service Commission for turning down Mr Conry.

The Mayor said that he assumed the commission turned thumbs down because Conry, in a conference with the commission, "offended its dignity."

"Mr Conry appeared at the office of the commission, with cane in hand, and before entering waited in the outer office. He rapped on the floor with his cane and remarked to one of the office staff 'to notify the distinguished trimvirate within that Mr Conry is without.'"

"I assume," the Mayor went on, "that the remark of Mr Conry offended the dignity of the commission, but why should this be a reason for turning the appointment down?"

The Mayor then criticised the method in vogue by which the qualifications of appointees are checked up. He remarked that with the conclusion of every Mayoralty campaign there are many persons who are disgruntled at its result and they fill the air with stories about persons who have been given appointments.

Depend on Snoopers and Snipers

In its investigation of the qualifications of candidates the Civil Service Commission, the Mayor went on, "must rely upon the information furnished by snoopers and snipers" who get their material from persons who have a grievance against the appointee. The result is, the Mayor concluded, that when the appointee is finally given a hearing by the Civil Service Commission he is subjected to Grand Jury proceedings in that he does not know what information has been laid against him.

Mayor Curley in reply to questions from the committee felt that the appointments should be approved by no one in view of the fact that the Mayor individually is responsible for his appointees.

"Pass the bill taking this power from the Civil Service Commission," he remarked, "and I will appoint Mr Conry traffic commissioner."

TRAVELER 2/26/30

Curley and Fitzgerald Rap Civil Service Board

Champion Buckley Bill at State House Hearing; Measure Would Eliminate Necessity for Approval of City Hall Appointees

Mayor Curley at the State House today censured the civil service commission for its rejection of former Congressman Joseph A. Conroy as traffic commissioner of the city of Boston.

URGES BUCKLEY BILL

The mayor appeared at a hearing before the legislative committee on the civil service bill of Senator John F. Buckley of Charlestown to provide that the city of Boston appointments of department heads and others need no longer be approved by the civil service commission.

The mayor was one of several speakers who appeared in favor of the bill. He criticised the methods of the commission in investigating the qualifications of appointees and said that the air was filled with untrue stories of disgruntled persons.

Former Mayor Fitzgerald said that the present law makes it difficult for the mayor to get good heads of city departments and declared that Boston should not be penalized. He attacked Chairman Goodwin of the civil service commission, and declared him not qualified to approve the appointments by the mayor.

CALLS GOODWIN UNFIT

He referred to the statements by Goodwin that he would not consider men with families in preference to sin-

gle men and charged that this makes Goodwin unfit to hold the position. He said that when Goodwin says that a man like Conroy is not fit and gives no reason, it is an insult to the people of Boston and Massachusetts.

Conry said he had no present hostility toward the commission, but came to make known the situation concerning his appointment. He read a statement to the effect that his rejection was "political punishment inflicted by the order of those inside and outside the State House—narrow political enemies who thought that to discredit me by this act would weaken my public standing in the future."

He challenged the civil service commission to produce the evidence and submit it to the world upon which it based its reasons for his rejection. He said that until this entire evidence is published, he should insist that his rejection is political punishment. In reference to "narrow political enemies," he said it was "a blunder of reasoning."

BLAMES NARROW POLITICAL ENEMIES

Charge Denied by Commissioner Elliot H. Goodwin

Charging that the Civil Service Commission "had received orders" to reject his appointment as a Traffic Commissioner for Boston, Joseph A. Conry appeared today before the Legislative Committee on Public Service in favor of a bill to repeal the law requiring that appointments by the Mayor of Boston receive the approval of the Civil Service Commission.

Equally sensational with the appearance of Mr Conry was Civil Service Commissioner Elliot H. Goodwin's stand in favor of the passage of the bill. Mr Goodwin denied that the commission has received any "orders" to reject Mr Conry and stated that no anonymous letters had been received regarding Mr Conry's character.

Mr Conry, when asked by Representative Alfred W. Ingalls of Lynn, a member of the committee, if he meant that the Civil Service Commission had been ordered by Gov Allen to reject him, he replied that he had not said that. He declared, however, that it was commonly reported that Elliot H. Goodwin would not have been reappointed as chairman of the Civil Service Commission by Allen had it not been for "political pressure."

His own rejection, Mr Conry said, could be connected with the letter he made public a year or so ago in opposition to the proposed Boston transit act, which the Boston City Council rejected. He had then stated that a Catholic might be elected Governor, United States Senator or might carry the State for President, but could never be appointed to a State Commission, such as the Metropolitan District Commission, the Commission of Labor and Industries and the Commission of Public Works. Mr Conry said he had been held responsible for the City Council's rejection of the transit act.

Rejected With Premeditation

Mr Conry told the committee he did not wish to appear as a martyr or a hero, but for recognition as a citizen under the Bill of Rights of the State Constitution.

Rejection by the Civil Service Commission, he said, carries with it "not only accusation, but conviction and a sentence."

Continuing, he asserted, "The public is bound to say, 'There must be something—he must have done something at some time.'"

"There is nothing in my career that I am afraid to discuss in public. I was not invited to answer any anonymous attacks. But it was not these that caused my rejection. It was done with premeditation. These men received orders that I should be rejected."

Mr Conry read from a prepared typewritten statement the following:

Challenges Commission

"I challenge the right of the Civil Service Commission to reject me."



JOSEPH A. CONRY

mission to produce the evidence and submit it to the world upon which it based its reasons for my rejection. Until this entire evidence is published I shall insist that my rejection is political punishment inflicted by order of those inside and outside the State House—narrow political enemies who thought that to discredit me by this act would weaken my public standing in the future.

"It was a blunder of reasoning. 'A lad of Irish ancestry is always taught to love his enemies. I shall continue to chastise, in my feeble way, those whom I love as the enemies of my party and of my State.'"

Ex-Mayor Fitzgerald Assails System

Ex-Mayor John F. Fitzgerald assailed the system of having the Civil Service Commission pass on the appointments of the Mayor of Boston. He declared that there never had been shown in Boston such things as had occurred in towns where there "often are defalcations by town treasurers or town collectors." Continuing, Mr Fitzgerald said: "And 90 percent of these are Republicans."

He charged that Civil Service Commissioner Goodwin was unfitted for his position by "nature, training and environment."

"When he says that Joseph A. Conry is unfit to be traffic commissioner," Mr Fitzgerald went on, "he insults the

citizens of Boston and the people of Massachusetts."

City Councilor John I. Fitzgerald urged favorable action on the bill, and suggested that if the statute was not repealed the law be amended to reduce the time limit for confirmation from 30 to 7 days, and if the commission fails to act within seven days it be given a further seven days, but no longer.

Mr Conry, in addressing the committee, said that although he did not speak for the Mayor at the hearing he knew, as did the Civil Service Commissioner, that the Mayor was in favor of the bill before the committee.

Five-Minute Interview

Mr Conry said he had no personal hostility toward any member of the Civil Service Commission but that he came to make known the situation regarding his appointment. Continuing, the speaker said that shortly after he went into the commissioners' room he was asked the following question, which he wrote down later because it appeared to be singular: "Do you think such legislation is wise or necessary in view of the fact that we have a State Department of Public Works with a division of traffic?"

His answer to that question, he said, was that the position was created by the Legislature as the result of a petition introduced by the Boston Chamber of Commerce to relieve traffic conditions in Boston. This measure, Conry went on, went through its stages in the Legislature and was signed by the Governor and claimed it was not for him to say whether the legislation was wise or necessary.

Following the first question Conry said he was asked a few others on traffic matters and the interview closed. He said it lasted not more than five minutes.

Sometime after his interview with the commission, Conry said, he was informed by "a grapevine method" that members of the commission "disliked his superior, dignified manner and that instead of so acting he should adopt a humble attitude." He said he could see no reason why he should change his every-day manner to please the commission.

Next the speaker referred to the statements of the members of the legislative committee which investigated the matter of Civil Service regulations and rules, regarding the activities of Commissioner Goodwin. He also referred to and quoted provisions of the Bill of Rights.

Names Reasons for Rejection

Mr Conry then charged that it was not by accident or chance that his name was refused confirmation but that the commission acted under orders. "I believe," he declared, "that the commission was ordered to discredit and reject me and so proceeded to carry out its orders."

Continuing with his argument, Mr Conry called attention to two reasons why it was desirable to discredit him. The first he said was the result of a statement made by him publicly that it was impossible for a man of Catholic faith to get appointed to any of the important State commissions. The second, according to Conry, was the position taken by him regarding the acceptance by the City Council of Boston of provisions of the Metropolitan Transit act.

Amplifying his statements regarding the latter reason Conry pointed out that the act called for acceptance of a certain section relating to the transfer of subways built by the city to the district. He took credit in his statement today for the unanimous action of the City Council in refusing to accept the section.

GLOBE 2/26/38 1 PM

TRAVELER 2/26/30

Crowd Auditorium to Hear Mayor Curley

City of Boston Street Measures Given Day at State House—Plans for Underpasses Opposed by City Hall

More than 1000 men and women stormed the Gardner auditorium at the State House today to hear arguments presented by Mayor Curley before the legislative committee on municipal finance hearing on several petitions and bills seeking \$10,000,000 for repairs and widenings to streets and highways throughout the city.

ERROR CAUSES CONFUSION

Considerable confusion occurred when the crowd attempted to gain entrance to a closet which was marked room 453, the number printed on a handbill distributed throughout the residential districts by City Councilman Joseph P. Cox, advertising the meeting.

The correct room number was room 436 and after the tangle had been straightened the crowd was so immense that the legislative committee on insurance was prevailed upon to give up the auditorium and go elsewhere.

When Curley made a belated appearance in the auditorium he was greeted by applause, especially by a delegation headed by a man holding a placard which read:

"West Roxbury—Roslindale street delegation."

The first bill taken up was House 940 calling for legislative authorization for the city of Boston to borrow enough money to build under or over passes on Commonwealth or Massachusetts avenues; Cottage Farm bridge; Harvard avenue, Allston; Washington street, Brighton, and on the Riverway at Brookline and Huntington avenues.

CURLEY OPPOSES BILL

The bill was advocated by Henry I. Harriman, director of the planning division. Curley opposed the bill after complimenting Harriman for his consideration of traffic problems and adding that "we are all human and liable to make mistakes."

Curley objected to the pass at Massachusetts and Commonwealth avenues, saying he had changed his mind concerning this project since the installation of traffic lights. He said the lights "do not bawl out drivers and delay traffic as police officers do."

Cottage Farm and its over pass could well be delayed until the situation at Governor square is straightened out. A change in the traffic regulations and widening opposite the courthouse at Forest Hills would eliminate the necessity of an overpass at Washington street and the parkway.

Curley also objected to the 100 per cent. cost of the passes burdening the city and declared it would be different if there was a return financially to Boston.

FOR SOUTH BOSTON

Mayor Curley's petition for a bill authorizing the borrowing of money sufficient to widening Summer and L

streets in South Boston was the next problem.

The mayor pointed out that the state pier, private interests in the fish pier and the federal government and the army base were impaired seriously by Summer street traffic conditions.

The street, he said, narrowed from 100 to 40 feet as one progressed into South Boston, and that traffic was impeded as far west as the South station. He declared it possible to widen Summer street, at present, with a minimum of cost, between First street and Broadway, in South Boston, thereby aiding the leading industrial and commercial centre of the city.

Senator John Halliwell, who lives in New Bedford, questioned Curley closely, and said that in past instances the city has always gone over appropriations.

READY TO DONATE LAND

Answering further questioning by Senator Halliwell, Mayor Curley said he felt that it would not be necessary to ask for additional financing in view of the fact that property to be taken on Summer street is of an inexpensive character.

Tarrant C. King further strengthened the mayor's argument when he said the King Terminal Company would donate some of their property to the proposed widening.

Supporting the \$10,000,000 loan bill for constructing permanent street pavements on existing highways, Mayor Curley urged the committee to give Boston the kind of streets it deserves as the capital city of the state.

Referring to President Hoover's ambition to stabilize industry and relieve unemployment he said that if the bills under consideration by the committee should be passed the city would be enabled to employ a large number of the 60,000 in Greater Boston, at present out of work.

ALL FAVOR BILL

He pointed out that if he is authorized to borrow the money, the work of permanent laying of street surfaces can be started immediately as the gas and electric and sewerage systems are installed.

He declared that many fine homes in Boston, owned and tenanted by respectable persons are located on streets in a deplorable condition.

Corporation Counsel Samuel Silverman told the committee that if the city gets the 1½-cent in debt borrowing capacity it asks for it would care for the present and future years.

"And it wouldn't oblige us to come here from time to time. The large delegations here are a living evidence of the necessity of this bill."

Silverman asked for a rising vote on the bill, and the entire audience stood up. Senator Osborne of Lynn, Senate chairman of the committee, read a telegram favoring the bill from Congressman John W. McCormack of South Boston. Others speaking in favor were City Councilman Clement A. Norton of Hyde Park, Representative Charles

S. Sullivan of Charlestown, Representative Harold R. Duffie of West Roxbury Representative Joseph Finnegan of Boston, City Councilman Joseph P. Cox of West Roxbury and Representative William M. McMorrow of Jamaica Plain.

AMERICAN 2/26/30

CHALLENGE IS HURLED AT BOARD

Curley Appointee Demands Civil Service Body Bare Reasons for Action

Joseph A. Conry, whose confirmation as traffic commissioner of Boston was refused by the Civil Service Commission, today charges that his rejection was a "political punishment inflicted by order of those inside and outside the State House."

Speaking before the legislative committee on civil service, Conry challenged the Civil Service Commission to produce the evidence on which it based its action.

At the time of his challenge Conry was speaking in favor of a bill filed by Senator John P. Buckley of Boston to repeal the law which requires the Civil Service Commission to approve appointments made by the mayor of Boston and department heads.

"I challenge the civil service commission to produce the evidence and submit to the world the reasons for my rejection," Conry declared.

"Until this entire evidence is published I shall insist that my rejection is political punishment influenced by order of those inside and outside the State House—narrow political enemies who thought that to discredit me by this act would weaken my public standing in the future.

"It was a blunder of reasoning. A lad of Irish ancestry is always taught to love his enemies. I shall continue to chastise in my feeble way those whom I love as the enemies of my party."

RECORD 2/26/30



Talk!

Mayor Curley, left, making his first talkie for Thomas Baltzell, right, foreground, yesterday, in observance of membership drive by Boston Chamber of Commerce. Rear, left to right, are Chamber officials, W. J. Fortune, Maj. H. Q. Harris, J. W. Allen, H. I. Harriman, J. P. Foster.

BOARD TURNS DOWN CONRY SECOND TIME

Joseph A. Conry, named traffic commissioner by Mayor Curley, was turned down for the second time by the Civil Service Commission yesterday. Political observers declare that this means no further attempt will be made to get Conry the post.

One other appointee was rejected, five were approved, and three others were held over for further consideration by the Civil Service Commission.

The other rejection was that of James F. Gaffney as member of the board of appeals.

Those approved are James E. Maguire, institutions commissioner; Charles T. Harding, election commissioner; Charles F. Bogan, street commissioner; Anders T. Telstrom, overseer of public welfare, and Philip A. Chapman, superintendent of supplies.

The appointments of Edward P. McLaughlin as fire commissioner, James P. Maloney and Frances B. Howland as overseers of the public board of welfare were held over for consideration. Mayor Curley had no comment to make on the action of the Civil Service Commission.

POST 2/26/30

BANQUET TO HURLEY AND BARRASSO

In recognition of their appointments to public service, Louis Barrasso, secretary to Mayor Curley, and John L. Hurley, special assistant United States attorney, will be tendered a banquet to-

night at the Statler Hotel by the Shawmut Credit Union of Boston of which both men are officers.

Guests of honor will be Attorney-General Joseph E. Warner and P. Nicholas Petrocello, former assistant corporation counsel of Boston.

POST 2/26/30

CITY DOESN'T WANT B. U. BUILDINGS

The possibility that the Boston University College of Business Administration might lose its buildings at 525 Boylston street, to the city, to make room for a new civic centre, was last night definitely denied by Mayor Curley.

The Boston University News, student journal, carried a story to the effect that the city is planning to take over the site and remove the university buildings. The Mayor stated that he had looked over the site as a possible location for a proposed civic auditorium, but that it is too small and therefore is not being considered further.

BOGAN NAMED STREET HEAD

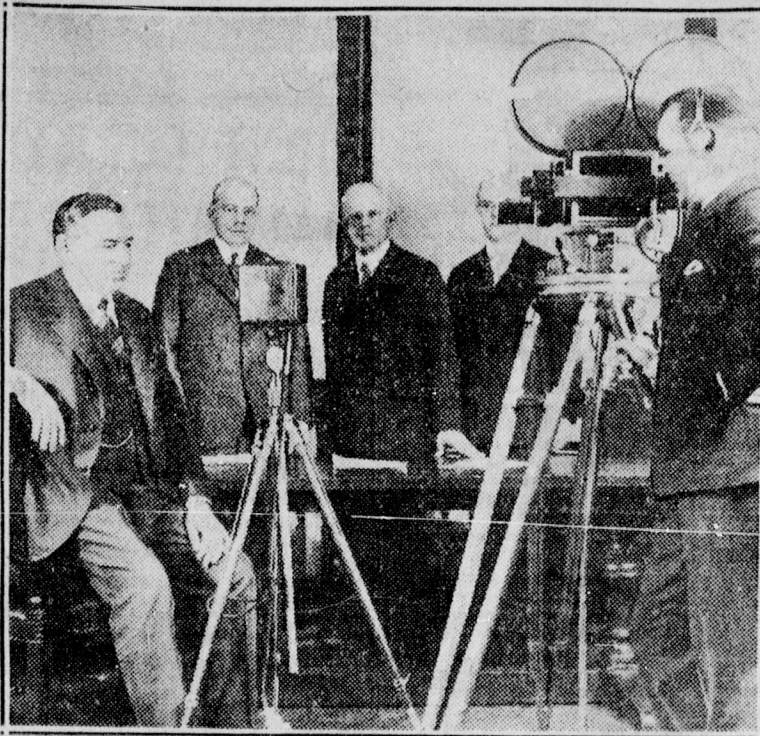
Son of Late Commander of 9th Mass. Inf.

Mayor Curley appointed Charles F. Bogan to the office of street commissioner yesterday. Mr. Bogan has served nearly 30 years in various branches of the street department.

Commissioner Bogan is past commander of Colonel Frederick B. Bogan Camp, U. S. W. V., which was named for his father, the late Colonel Frederick B. Bogan, the leader of the fighting Ninth Massachusetts Volunteer Militia. He is married and lives at 1500 Commonwealth avenue. Mrs. Bogan is prominent in charitable and patriotic work. She was president of the Women's Patriotic League.

Post 2/26/30

Mayor and Chamber Heads Make a Talkie



MAYOR MAKES A TALKIE

Mayor Curley faced the "mike" yesterday for the Chamber of Commerce membership drive to boost the drive along. Left to right: William J. Foster, Major H. L. Harris, J. Weston Allen, and Henry I. Harriman, president of the Chamber. Mayor Curley is talking into the "mike."

Mayor Curley and officials of the Boston Chamber of Commerce became motion picture actors for the time being yesterday at the chamber, when they made a "talkie" to be used in connection with the drive for new members for the chamber.

Henry I. Harriman, president of the chamber, and J. Weston Allen, chairman of the "Boston Chamber of Commerce Week," told the story of the aims and accomplishments of the chamber, and Mayor Curley promised that he would co-operate in every way possible in the membership drive. The picture will be shown at the B. F. Keith and Keith-Albee theatres next week.

Reception and Dance for Councillor Fish

A reception and dance will be tendered City Councillor "Al" Fish of Ward 16 at Whiton Hall, Centre street, Dorchester, this evening.

As the occasion is a public appreciation of his untiring efforts toward public welfare, State and city officials and members of the City Council have been invited to attend.

The committee in charge, including business men and women and members of various clubs, are making every effort to have this reception to the popular Councillor one of the biggest affairs of the year. John E. Hurley is chairman.

CONRY GETS TURN DOWN ONCE MORE

Maguire Confirmed—McLaughlin's Fate in Balance

The State Civil Service Commission yesterday confirmed Mayor Curley's appointment of James E. Maguire of East Boston as institutions commissioner, refused to confirm the appointment of Joseph A. Conry as traffic commissioner and took no action with reference to the Mayor's appointment of Edward F. McLaughlin as fire commissioner.

FERRY BOAT AT AUCTION TODAY

Municipal Auctioneer Edward W. Foye of Dorchester will assume the role for which his late father was famous at 2 o'clock this afternoon, when he will place the city ferryboat General Sumner under the hammer at the East Boston slip of the North Ferry.

He will place an upset price of \$2500 on the General Sumner when it goes on the block this afternoon, for the craft was one of the first city ferryboats, having been in service for almost 43 years. In its place, the Mayor will order a \$350,000 modern boat, for the ferry will continue to operate even after the completion of the proposed traffic tunnel or bridge between East Boston and the downtown business district.

REFUSES GAFFNEY

These three appointments have been pending before the commission for several weeks and the disposition of them by the State board has been the occasion of much speculation among Boston politicians and others.

At the same meeting yesterday, the Civil Service Commission voted to notify Mayor Curley of its refusal to approve his appointment of James F. Gaffney to the board of appeals. The commission did confirm the appointments of Philip A. Chapman as superintendent of supplies, Charles F. Bogan as street commissioner, Andres T. Tellstrom as overseer of public welfare and Charles T. Harding as election commissioner.

The commission postponed action not only on McLaughlin as fire commissioner, but also on James P. Maloney and Frances B. Howland as overseers of public welfare.

The refusal to confirm the appointment of Conry as traffic commissioner was the biggest kind of surprise, and it is likely that there will be considerable discussion of this particular case today when the legislative committee on civil service has its hearing on the bill of Senator John P. Buckley of Charlestown to take away the power of the civil service commission to pass upon appointments by the Mayor of Boston. Conry's long public career in Boston and his prominence in important positions have given him a standing which makes it extremely difficult for the people of the city to understand his failure to secure confirmation, and the civil service commission will undoubtedly be held up to considerable criticism by advocates of the Buckley bill today.

Conry declined last night to make any comment on the action of the Civil Service Commission with reference to his appointment.

James F. Gaffney of 51 Adams street, Dorchester, whose name was rejected by the Civil Service Commission yesterday, after it had been submitted for Board of Appeal appointment as Mayor Curley's fire commissioner, will again be named by the Mayor, it was stated last night.

Gaffney was named as the fifth member of the board. Under the law the Mayor is entitled to one appointee without special qualifications.

AMERICAN 2/27/30

State House Blunder

The Setting Aside of Mr. Conry

FAILURE of the State Department of Civil Service and Registration to confirm Mayor Curley's choice of a Boston traffic commissioner will serve a useful purpose if it centers the attention of Legislature and people upon this Civil Service board, even for a day or two.

Who are the members of the board and what is their peculiar fitness for its work?

For twenty years one of them has held one political job ~~for~~ another, the appointee of congressman, mayor and governor.

Another was a tobacco worker, called to the State House in order to balance the board and give HIS section of the State the recognition its politicians desired.

The third man qualifies as an "expert." He was, for a time, the secretary of a civil service "reform" organization. The picture we get from that is of a private organization, set up outside of the civil service for the purpose of keeping a sharp eye upon those on the inside.

THESE are the men—none of them elected, each the salaried appointee of a governor—who assume to say that a Boston attorney of the highest standing is unfit, unadapted, or incompetent to serve his city as its traffic commissioner.

They are the **SAME** men who, within a year, confirmed Mayor Nichols' appointment of one of his clerks to the **SAME OFFICE!**

THAT'S home rule for you, and there you have "civil service," as it is administered today in Massachusetts.

GOVERNOR SQ SUBWAY EXTENSION AGREED ON

Mayor Curley, 'L' Trustees
and Legislators Satisfied

Bill to Be Drafted, With Provision
for Automobile Overpass Later

Although the terms of the agreement were not given out, it is indicated that Mayor Curley, trustees of the Boston Elevated and a legislative sub-committee are satisfied with the outcome of a conference at the State House yesterday when it was agreed that legislation be passed providing for extension of the Boylston-st Subway at Governor sq.

House Chairman George A. Gilman of the Legislative Committee on Metropolitan Affairs said that a bill will be drafted and reported for consideration at a meeting to be held next Wed-

nesday. It was decided yesterday that the construction of the extension should be of such character as to provide for the subsequent building of an overpass for automobile traffic.

At the conference yesterday, in addition to the Mayor, Henry I. Harriman and Mr. Gilman, were Samuel Silverman, corporation counsel for the city of Boston; Thomas H. Bilodeau, legislative agent for the city; Rupert H. Carven, city auditor; Gen Charles H. Cole, Elevated trustee; Edward Dana, general manager of the road; H. Ware Barnum, Elevated trustee counsel; Frederic S. Snow, counsel for the Elevated directors; Gen Edward L. Logan and Robert J. Bottomley, representing the newly-created Transit District Council, and representatives of Newton and Brookline.

GLOBE 2/28/30 AM

CURLEY ANALYZES EMPLOYEE INCREASES

Majority in School and
Police Departments

Says Lists Under Control of Mayor
and Council Kept Down

A recent analysis by the Civic Bureau of the Chamber of Commerce calling attention to the increase in city employees in the periods from 1910 to 1920 and from 1920 to 1929, yesterday brought forth some comparisons; this time by Mayor Curley.

He called attention to figures for the number of employees in departments under the control of the Mayor and those of the School Department and the Police Department.

From 1905 to 1929 departments under control of the Mayor showed an increase of 24 percent; the School Department, 123 percent, and the Police Department 81 percent.

Continuing, the Mayor's statement said:

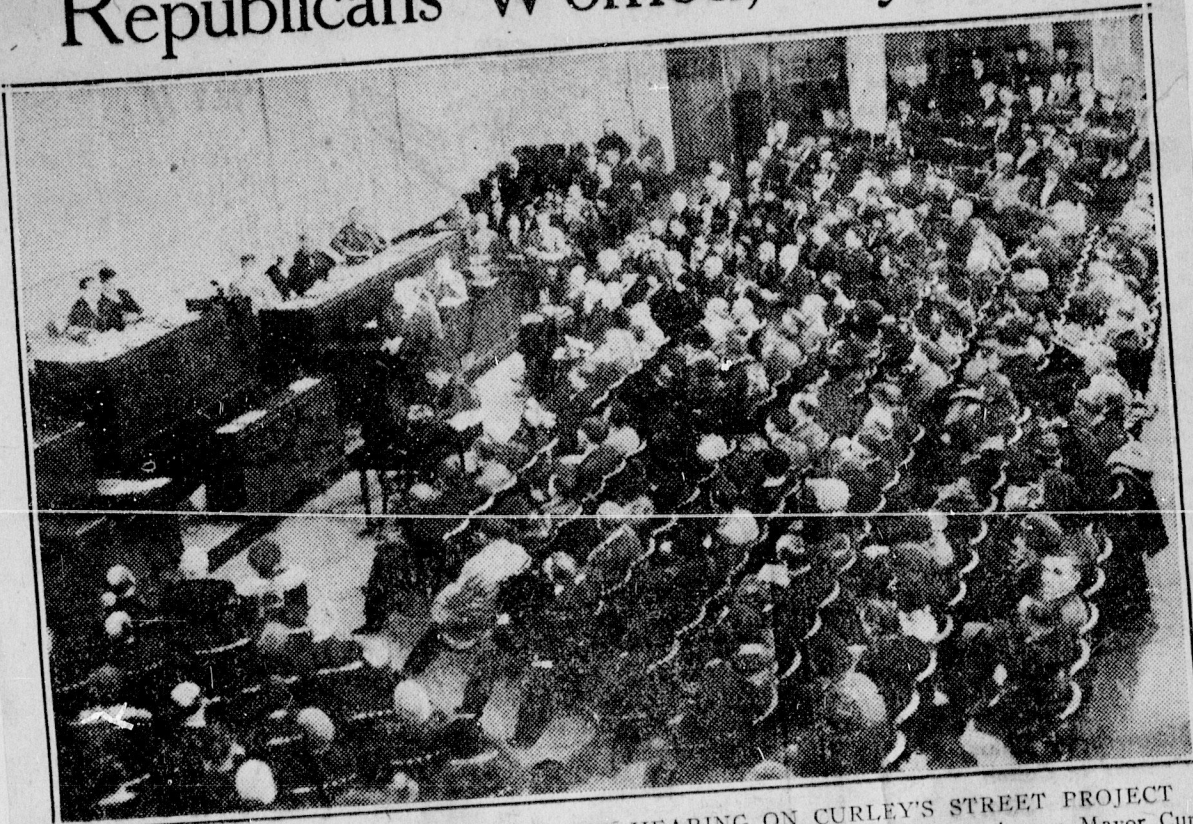
"In 1905 the total number of city employees was 12,558, and in 1929 it was 19,268, an increase of 6710. Of this increase the School and Police Departments furnished 4711 and all the other city departments only 1999.

"The bureau notes the increase in the total number of employees, amounting to 4256 in the post-war period from 1920 to 1929. An analysis of this increase shows that only 1806 were in departments under the control of the Mayor and City Council, a 2 percent increase, and the remaining 2450 were in the School and Police Departments, an increase of 41 percent in the School Department and 27 percent in the Police Department.

"No doubt a great percentage of the increase in the number of police employees can be partially accounted for by traffic necessities. The tremendous increase in the school employees may also possibly be reasonably explained. These figures are not presented in any spirit of criticism of these two departments, but merely in order that the Civic Bureau of the Chamber of Commerce and the citizens generally may appreciate the conservative part of municipal government when it comes to a question of increased employees and payrolls in that part comprising departments controlled by the Mayor and City Council.

Post 2/27/30

"Bread, Butter and Beer" Slogan Has Republicans Worried, Says Curley



RECORD CROWD AT STATE HOUSE FOR HEARING ON CURLEY'S STREET PROJECT
Gardner Auditorium was jammed to capacity, as the photo shows, for the hearing yesterday on Mayor Curley's bill to allow Boston to spend \$10,000,000 for street construction. The Mayor is shown in the front of the auditorium, addressing the legislative committee.

"Bread, Butter and Beer" is the "three-B" slogan which the Republicans have to contend with at the present time, according to Mayor Curley of Boston.

The Mayor was speaking before the legislative committee on municipal finance yesterday in support of his proposition to allow the city to borrow \$10,000,000 outside the debt limit for street improvements, when he referred to the three "B's" which constitute the predicament in which the Republican party finds itself at the present time.

The Mayor had told the committee that although he supported and voted for Governor Smith for President, he hoped that President Hoover would be successful in his move to provide public improvements to take care of the large army of unemployed in the country.

If the proper amount of public work is entered upon under the President's plan, Mayor Curley said, he had hopes of doing something substantial for the 80,000 Greater Bostonians now out of work.

In general the Mayor outlined his plan for a comprehensive programme of street surfacing improvements, pointing out that there are many prominent Boston residents now living on streets which are badly in need of acceptance and repair.

In response to questions, the Mayor said that the money would have to be raised almost exclusively for newly accepted streets, and as a result of his

statement, Representatives Gilman and Duffie of West Roxbury at once filed a new bill for a borrowing of \$10,000,000 outside the debt limit, but providing that part of the money might be used for repair of already accepted streets as well as new ones.

The committee took the matter under advisement, and it is likely that the authority to borrow the money outside the debt limit will be granted in one form or another.

CURLEY'S BUILDING PLAN PLEASES ALLEN

Gov. Allen expressed to Mayor Curley, yesterday, his appreciation of the mayoral construction program for the year which was reported in detail to the Governor last week.

"It is indeed most encouraging," wrote Gov. Allen "to receive your assurance of co-operation in connection with our program for expediting public works so as to take up unemployment at this time when it appears to be more prevalent than usual."

"Every effort is being made to advance the state construction work for highways, public buildings, etc., and if the various municipalities will co-ordinate their efforts and forces to this end, it will, in my opinion, exert a tremendous influence in stabilizing our economic situation."

PRAISES HUB PROGRAMME

Governor Finds Curley Plans Encouraging

Appreciation of Boston's programme for the expenditure of \$41,000,000 in the construction of public works for the relief of unemployment was recorded yesterday by Governor Allen in a message to Mayor Curley.

"It is indeed most encouraging," wrote the Governor, "to receive your assurance of co-operation in connection with our programme for expediting public works so as to take up unemployment at this time when it appears to be more prevalent than usual."

"Every effort is being made to advance the State construction work for highways, public buildings, etc., and if the various municipalities will co-ordinate their efforts and forces to this end, it will, in my opinion, exert a tremendous influence in stabilizing our economic situation."

POST 2/27/30

MAYOR VITRIOLIC OVER CONRY CASE

Says Latter Must Have Offended Civil Service Board's Dignity --- Conry Charges 'Order' Given

That he still has confidence in the ability of Joseph A. Conry, rejected Boston traffic commissioner, and would appoint him to the office if full power were his in the matter, was the declaration, late in the hearing yesterday, of Mayor Curley, who appeared before the legislative committee on civil service in support of the bill of Senator John P. Buckley of Boston to repeal the provision requiring the commission to approve appointments by the Mayor of Boston and department heads.

SHARP IN CRITICISM

The Mayor was sharp in his criticism of the Civil Service Commission. He spoke some time after Conry himself had challenged the commission to "tell the world" why his appointment as traffic commissioner was not approved by the commission, charging, at the same time, that he was "a victim of political punishment."

Mayor Curley said he assumed that the Civil Service Commission had turned Conry down because the latter had "offended the commission's dignity." In this connection the Mayor said "Mr. Conry appeared at the office of the commission with cane in hand, and before entering the commission's room, waited in the outer office. He rapped on the floor with his cane and asked one of the office staff to 'notify the distinguished triumvirate within that Mr. Conry is without.'"

Conry's official statement criticising the Civil Service Commission for not approving him follows:

"I challenge the Civil Service Commission to produce the evidence and submit it to the world upon which it based the reasons for my rejection. Until this entire evidence is published I shall insist that my rejection is political punishment, influenced by order of those inside and outside the State House—narrow political enemies who thought that to discredit me by this act would weaken my public standing in the future. It was a blunder of reasoning.

"A lad of Irish ancestry is always taught to love his enemies. I shall continue to chastise in my feeble way those whom I love as the enemies of my party of my State."

No Accident, Says Conry

Conry openly charged that it was not by accident or chance that his name was refused confirmation. He said he believed the commission was ordered to discredit and reject him, and so proceeded to carry out its orders.

Elliot H. Goodwin, Civil Service Commissioner, who was present at the hearing, was prompt to reply to Conry's charges. Goodwin denied emphatically that politics had figured in any way in the failure of the commission to confirm Conry as traffic commissioner. Goodwin, with equal emphasis, also denied that there were any orders or communications received by the commission directing that Conry be turned down.

Former Mayor John F. Fitzgerald expressed himself as being of the opinion that the Mayor of Boston is better fitted to choose the heads of the city's departments than is any commission of three men. He said in the entire history of the city there has been no official holding a high city office who has defaulted, while records published in the State House, he added, show that officials of towns are almost constantly defaulting.

"When Commissioner Goodwin says," Fitzgerald further remarked, "that a man like Conry, who is world-wide known, is not fitted for the appointment, it is an insult to the intelligence of the people of Boston and of the State of Massachusetts."

GLOBE 2/27/30 AM

CONRY AND GOODWIN CLASH AT HEARING

Commissioner Denies Any Politics in Case

Nominee Says "Rejection Ordered"

—Civil Service Head for New Law

The hearing before the Legislative Committee on Public Service yesterday on a bill to repeal the law requiring that appointments by the Mayor of Boston receive the approval of the Civil Service Commission was featured by the personal appearance of Joseph A. Conry, whom the Commission recently refused to certify as Traffic Commissioner for Boston.

Charging that the Civil Service Commission "had received orders" to reject his appointment, Mr. Conry insisted: "My rejection is political punishment inflicted by order of those inside and outside the State House—narrow political enemies who thought that to discredit me by this act would weaken my public standing in the future."

Goodwin's Reply

Civil Service Commissioner Elliot H. Goodwin, who had come to the hearing to favor the passage of the bill on the ground that the existing legislation fails to accomplish the objects which were sought, made the following denial of Mr. Conry's charges:

"I want to say three things:

"First, that politics entered in no way in the failure of the commission to sign the certificate that he was qualified as an expert or by training, education or experience for the position.

"Second, there were no orders issued or received.

"Third, that as far as I know, no anonymous communications were received."

"Surmises" by Conry

Conry made the following "surmises" as to what lay behind the refusal of his approval:

That his rejection could be connected with the letter he made public a year or so ago in opposition to the proposed Boston transit act, which the Boston City Council rejected.

That he had stated in this letter that a Catholic might be elected Governor, United States Senator or might carry the State for President, but could never be appointed to a State Commission, such as the Metropolitan District Commission, the Commission of Labor and Industries, and the Commission of Public Works.

That he had been held responsible for the City Council's rejection of the transit act.

That he had been rejected with premeditation.

That the members of the commission "disliked his superior, dignified manner" and desired him to adopt a humble attitude, which he saw no reason for assuming.

Giving Reason Not Required

Attempts made yesterday to learn the reasons why Joseph A. Conry was not approved by the commission brought forth the information that Mr. Conry has not been "rejected" by the confirming body, but has only been "refused confirmation."

The law covering the approval of appointments by the Mayor of Boston provides: "The Civil Service Commission shall make a careful investigation of all persons named for positions. If the investigation shows the person to be a recognized expert, or that he qualifies by education, training or experience to fill the position, then a certificate of qualification shall be issued."

This law does not give the commission power to do anything else and does not provide for rejections of persons not fitted. If no certificate of qualification is issued within 30 days after appointment, then the appointment automatically lapses.

According to Mr. Goodwin, neither Mr. Conry nor any other nominee of Mayor Curley has ever been "rejected." The law does not require the commission to give any reasons for failure to certify.

HERALD 2/27/30

GOODWIN ACTION ON CONRY HIT

John F. Fitzgerald and
Mayor Curley Attack
Him at Hearing

FIN COM HEAD ASKS REJECTION REASONS

Two divergent reasons for the refusal of the state civil service commission to confirm Joseph A. Conry as traffic commissioner of Boston were advanced by individuals closely identified with the case yesterday at a hearing before the legislative committee on civil service on matters unrelated to the appointment.

Mr. Conry himself said that his rejection was political punishment inflicted by order of those in and out of the State House. Mayor Curley said his appointee was turned down because Mr. Conry had offended the dignity of the commission on the occasion of his visit to the State House for an interview.

Mr. Conry took advantage of the hearing on a bill to repeal the provision requiring the commission to approve appointments by the mayor of Boston to issue a challenge to the commission to produce its objections to his appointment and submit them to the people of Boston.

CHARGES "POLITICS"

"Until this testimony is published," said Mr. Conry, "I shall insist that my rejection is political punishment influenced by order of those inside and outside the State House, narrow, political enemies who thought that to discredit me by this act would weaken my public standing in the future. It was a blunder of reasoning. A lad of Irish ancestry always is taught to love his enemies. I shall continue to chastise in my feeble way those whom I love as the enemies of my party."

Mayor Curley's explanation was "Mr. Conry appeared at the office of the commission, came in hand, and before entering he waited for a brief period in the outer office. He rapped with his cane on the floor and said to one of the office staff, 'Notify the distinguished triumvirate within that Mr. Conry is without.'" That, said Mr. Curley, is the commission's excuse for rejection.

The commission was attacked from another Democratic quarter when former Mayor John F. Fitzgerald declared that Elliott H. Goodwin, its chairman, is not qualified by training or ability to approve appointments of the mayor of Boston. He charged that Mr. Goodwin was not a citizen, resident or taxpayer of the state until a few years ago.

MANY FAVOR BILL

At the earlier hearing on the bill to remove the commission's power of approval of municipal appointees there were numerous proponents, including Councilman John I. Fitzgerald, former Mayor Fitzgerald, Frank A. Goodwin, Commissioner Goodwin and Mayor Curley.

CHANGES MADE

Several changes occurred in municipal departments yesterday as a result of the action of the civil service commission in approving appointees of Mayor Curley.

James E. Maguire of East Boston, institutions commissioner, relieved Capt. John J. Lydon, soldiers' relief commission, who has been looking after the business of the institutions department. Charles F. Bogan, an employee of the street commission for 31 years, became a street commissioner, replacing Maj. Charles T. Harding, who shifted his quarters to the election department, where he succeeded Mrs. Nina M. Gevalt.

Philip A. Chapman, penal institution commissioner for eight years, moved permanently into the supply department as superintendent of supplies. He will continue to act as penal institutions head.

Anders T. Teilstrom was sworn in as an overseer of the public welfare.

POST 2/27/30

CONRY IS RIGHT

With evident indignation, which is justified, at the action of the Civil Service Commission in rejecting him as traffic commissioner of the city of Boston, former Congressman Joseph A. Conry at the State House yesterday challenged the commission to reveal the "evidence" on which it based its decision, declaring that until this entire case is made public, he would insist that his rejection was "political punishment."

Whatever the motive of the commission, the secrecy and dark-lantern methods of turning down a man without giving any reason for doing it is contrary to all the principles of justice and the square deal. It tends to smirch the character of a man without affording him any chance to defend himself. The Post has fought this vicious principle for years, and will continue to do so, as long as it exists.

Mr. Conry, however, may rest assured that the overwhelming majority of his fellow citizens hold him in the highest respect. His character and his ability have long since been proved.

GLOBE 2/27/30 AM

GOODWIN WALKS OUT AS FITZGERALD TALKS

Civil Service Commissioner
Attacked by Ex-Mayor

Hearing on Bill to Give Boston Men
Preference for Police Jobs

In favoring the bill of Representative Lewis R. Sullivan of Dorchester giving residents of Boston a preference in appointment to the Boston police force, Ex-Mayor John F. Fitzgerald of Boston, before the Legislative Committee on Civil Service yesterday afternoon, attacked Civil Service Commissioner Elliot H. Goodwin as being unfeeling in his attitude toward persons seeking positions in the Civil Service.

Commissioner Goodwin, who was sitting in the room, rose to leave when the ex-Mayor began to speak. Fitzgerald challenged him to stay and hear what he had to say, but Goodwin declined, saying that he had business elsewhere, and that he did not care to stay.

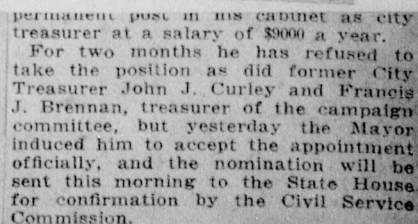
Thereupon the former Mayor declared that the action of the commissioner in leaving the room when a Civil Service bill was being heard was in keeping with his attitude toward the public itself. Fitzgerald saw the Sullivan bill would increase the efficiency of the Boston department.

Representative Sullivan told of men coming from the textile cities and securing appointments to the Boston force, while young men of Boston are walking the streets looking for work.

Representatives John J. Reardon of South Boston and Frank J. McFarland of Boston said the present practice of Civil Service allows applicants for police positions passing examinations in cities outside Boston under lower qualifications to be transferred to the Boston list and to secure appointments here, while Boston applicants must go through much more severe examination. Others favoring the bill were Representatives James S. Coffey of East Boston and James M. Brennan of Boston.

The measure was opposed by representatives of the Civil Service Reform Association on the ground that the existing system is working out well.

I AWAIT
THE PLEASURE
OF THE CONFIRMING
BOARD,
GENTLEMEN!



HERALD 2/27/30

TO RENAME ARTERY FOR CONG. GALLIVAN

South Boston Advocates Win
Shore Boulevard Fight

The Southern artery, so-called, in Dorchester, which stretches from Morton and Codman streets to Neponset avenue, west of the Neponset bridge, will be officially named Gallivan boulevard, Saturday, in memory of the late Representative James A. Gallivan.

The street commission ordered the renaming of the thoroughfare yesterday afternoon and after Mayor Curley had approved the decision he gave the pen to Gen. Edward L. Logan, a lifelong chum of the late "Jimmy" Gallivan and one of the most vigorous advocates of the plan to name the artery in memory of him.

Street Commissioner Charles F. Bogan cast his vote in favor of Gallivan boulevard a few minutes after he had taken the oath of office. It was his first official act.

The decision ends the controversy which has existed for more than a year. Organizations of veterans in co-operation with residents of South Boston sponsored the petition to perpetuate the memory of the late congressman.

Last year after a heated verbal battle property owners on the artery who vigorously opposed its renaming won a temporary victory when Ex-Mayor Nichols refused to approve of the change. His attitude pointed the way for the action of the street commission.

During the mayoralty campaign, Mayor Curley publicly announced that in the event of his election he would act favorably upon the petition for Gallivan boulevard. At a public hearing last week, on the order of City Councilman Michael J. Mahoney and the petition of many citizens, the residents of the artery renewed their opposition.

As the mayoralty influence over the street commission because of the power he possesses of appointing its membership is the determining factor in any controversy, in which the chief executive becomes a participant, it was indicated weeks ago that the champions of the plan of renaming the artery in memory of "Jimmy" Gallivan would be successful.

The artery embraces parts of Codman, Adams and Marsh streets and is a continuation of Morton street. It is the direct highway to the South shore.

RECORD 2/27/30

New Curley Appointees Take Office



(Daily Record Photo)
Charles F. Bogan, left, named by Mayor James M. Curley as street commissioner, shaking hands with Philip Chapman, ex-penal institution commissioner, who was appointed to the post of superintendent of supplies. Both were sworn in yesterday at City Hall. Flowers from well-wishers surrounded their desks.

HERALD 2/27/30



(Photo by Conlin)
EDMUND L. DOLAN

CURLEY NAMES DOLAN TO TREASURER'S POST

Acting City Treasurer Edmund L. Dolan, an intimate personal friend of Mayor Curley, was yesterday named city treasurer. The appointment was sent to the civil service commission for certification.

The action of the mayor is indicative of the willingness of Dolan to accept

the treasurership, permanently. It has been understood for several weeks that he was reluctant to do so in spite of the fact that Mayor Curley has been anxious to have him do so.

Mr. Dolan was chairman of the sinking funds commission during the last Curley administration, is a member of the commission at the present time, and has been engaged for years in the sale of bonds.

POST 2/27/30

ARTERY NAMED FOR GALLIVAN

Mayor Affixes Signature
to Order

In tribute to the memory of the late Congressman James A. Gallivan, the so-called Southern artery, which was constructed at a cost of over \$1,000,000 through the district which he represented at Washington, was officially named Gallivan boulevard last night, when Mayor Curley affixed his signature to the order.

Street signs bearing the name of the late Congressman will be ordered today by Public Works Commissioner Joseph A. Bourke and within a couple of weeks they will be installed with appropriate ceremony along the new traffic artery from the Neponset bridge to the junction of Morton and Codman streets, Dorchester, a distance of two miles.

TRAVELER 2/27/30

Traffic Overpass for Governor Sq. Planned

Construction Agreed Upon at State House Conference and New Bill Will Be Drafted; To Solve Old Street Problem

An agreement to construct a traffic overpass on Commonwealth avenue through Governor square, thereby disposing of a traffic problem existing for years, has been reached, it was indicated today.

WILL DRAFT NEW BILL

Representatives of the city, El trustees and the directors will draft a new bill and report to the sub-committee of the metropolitan committee on affairs next Wednesday.

The probability that such an agreement has been made appeared following a conference, at the State House, of representatives of interests involved with members of the sub-committee of the legislative committee on metropolitan affairs. The bill will provide for construction of the necessary supports for a traffic overpass.

Those present at the conference were Mayor Curley, Henry I. Harrison, chair-

man of the public trustees of the Elevated; Senator Charles C. Warren of Arlington, chairman of the sub-committee; Samuel Silverman, corporation counsel of the city of Boston; Thomas H. Bilodeau, legislative counsel of the city; Rupert H. Carven, city auditor; Edward L. Dana, general manager of the El; H. Ware Barnum, chief counsel for the El trustees; Gen. Charles H. Cole of the trustees; Lt.-Gen. Edward L. Logan, and Robert J. Bottomley, of the metropolitan transit district.

TO SOLVE OLD PROBLEM

Representatives of Newton and Brookline also were at the conference, as was Frederick E. Snow, El director.

The tentative agreement was announced by Representative George A. Gilman of Boston, House chairman of the committee. Details will be worked out by counsel for the parties at interest, he said. A bill will be put through to carry out the agreement and a traffic problem that has troubled the authorities for years will be taken care of.

Mayor Curley appeared recently before the committee and maintained that the city of Boston should build the extension and lease it to the El at a rental of 4½ per cent. This was not favored by the El, which contended that it could not pay such a rental, but could pay about \$135,000 a year.

points in Commonwealth ave. and Beacon st. beyond the square.

The committee, chosen at a meeting in the State House between Mayor James M. Curley, representatives of the Boston Elevated and Legislature, will submit a bill to the Legislative committee on metropolitan affairs next Wednesday.

The committee consists of Corporation Counsel Samuel Silverman of Boston, H. Ware Barnum, counsel for the Elevated, and Frederick S. Snow, counsel for the directors of the road.

Following years of controversy over the project, the traffic muddle in Governor sq., where the worst traffic tangles in the city occur, seemed in a fair way toward solution, according to Mayor Curley and others.

SEE SOLUTION NEAR.

Others who participated in the State House conference today included Henry I. Harriman, chairman of the Elevated trustees; Representative George A. Gilman of Boston of the legislative committee on metropolitan affairs, Thomas H. Bilodeau, special counsel of the city of Boston.

In addition the conference was attended by City Auditor Rupert H. Carven, Gen. Charles H. Cole, Elevated trustee; Edward Dana, general manager of the road; Gen. Edward Logan and Robert J. Bottomley, the last two members of the newly-created transit district council.

The committee appointed today, according to Mayor Curley, will confer with a view to considering what legislation is necessary to permit extension of the Boylston st. subway to a point on Commonwealth ave., near Temple Israel and on Beacon st., near the railroad bridge, which would prevent the tieups that now occur daily in that area.

PLAN AN OVERPASS.

The committee, according to the Mayor, will also consider building of supports at Governor sq. which would permit construction of an overpass for vehicular traffic.

For several years city and Elevated officials have been deadlocked on the method of financing the proposed improvement. At a recent legislative hearing Mayor Curley said he believed the city of Boston should build the subway extension as it had formerly done and lease it to the Elevated at a rental of 4½ per cent.

MAYOR SIGNS \$500 TOT REWARD ORDER

Mayor Curley today signed the city council order which makes available a reward of \$500 for information leading to the conviction of the man who kidnapped Bertha Smith, 5-year-old Charlestown girl. A similar reward was offered yesterday by the Governor's council.

AMERICAN 2/27/30

NAME BOARD TO CONSIDER PROBLEM

New Lines Are Expected to Remedy Conditions Existing at Governor Sq.

The first step in a plan to relieve traffic congestion at Governor sq., Back Bay, at the outlet of the Boylston st. subway was taken today.

A committee of three was appointed to draw up a bill providing for extension of the subway to

Bus Service to Boston Airport Now Necessary

Hearing to Be Held Before
City Council Com. on Jitney
Licenses This Afternoon

By Franklin Jordan

This little bus went to market; this little bus went home—but where's the bus to take us out to our airdrome? The answer is, that there isn't any and this afternoon in support of a petition of the Boston Elevated to be heard before the City Council Committee on Jitney Licenses, members of the Boston Elevated, the Boston Chamber of Commerce, the City Park Department and various commercial operators at the Boston Municipal Airport will show why a bus line has become an essential.

Estimates show that about five hundred persons come and go at the airport every day and that on Saturday afternoons and Sundays this number is increased from two to six thousand by crowds of spectators. The present Jeffries Point car line from Maverick square leaves the traveler to walk from a quarter to more than half a mile to various hangars. The petition is for a bus line starting from Maverick and terminating at the Colonial hangar on the far end of the field.

Petition Opposed Before

In spite of its general backing, the petition which has been heard by the Jitney committee once before has been successfully opposed by a group of East Boston residents led by City Councilor Timothy F. Donovan. Residents feel that the bus line will result in the abandonment of the car line, and for some hard to explain reason they have a fond attachment for the trolleys that have rumbled and clattered by their doors for years.

Although assured by Elevated officials that the new line will be independent of the existing trolley line, which will continue on its own merits, this has not halted the opposition. Apparently, there is no objection to this particular bus line except this strange love of trolleys, which has manifested itself on other occasions when bus lines have been proposed in other sections of East Boston.

No one seems to be able to explain why except that in a big-hearted brotherly way, East Boston has a fondness and loyalty to these dumb creations of wood and steel, which have echoed through its slumbering hours for many years. Laudable as this may be it will be unfortunate if it is allowed to stand in the way of a definite need in the progress of our airport. Every facility possible should be offered to make it easy for the public to reach the airport. The airport needs the public and the public needs the airport.

Agreement on Subway Under Governor Sq.

Mayor and "L" Trustees Pro-
vide for Traffic Over-
pass Also

Bill to Be Drawn

Proposal to Be Submitted to
Legislative Sub-Committee
March 5

An agreement was reached today by Mayor Curley and trustees of the Boston Elevated Street Railway for extension of the Boylston street subway under Governor square and for provision for supports for an overpass, if such a structure is subsequently found necessary to meet traffic conditions. This was announced following a conference at the State House of the sub-committee of Metropolitan Affairs with various parties concerned.

Corporation Counsel Samuel Silverman, H. Ware Barnum, counsel for the Elevated trustees, and Frederic S. Snow, a director of the Elevated, were delegated to draw a bill which will be submitted to this sub-committee at a meeting on March 5.

Extension of the present subway, according to the agreement, would be in two lines heretofore discussed—one along Beacon street to a point near the Boston & Albany Railroad tracks, and the other along Commonwealth avenue to a point near Temple Israel.

In providing that supports for a traffic overpass be installed coincident with extension of the subway, the conferees anticipated the possibility of vehicular traffic increasing to such an extent, subsequent to the removal of trolley cars from the street surface, that additional relief from congestion would be necessary.

The trustees and various executives of Boston have been at odds for several years over the method of financing the construction of improvements at overnor square. Recently Mayor Curley declared before a legislative hearing that the city should build the structure, as it has done in previous similar instances, and lease it to the Elevated at a rental of 4½ per cent. This proposal did not meet with the approval of the Elevated trustees, who contended that the road is not in a position to pay the entire rental which would total approximately to \$135,000 yearly. The trustees held that inasmuch as the building of the improvement is made necessary by the increase in automobile

traffic through the square the public should pay a portion of the cost of rental.

Those at today's conference, besides Mayor Curley, Henry I. Harriman, chairman of the Elevated trustees, and Representative Gilman, were Samuel Silverman, corporation counsel for Boston; Thomas H. Bilodeau, legislative agent for the city of Boston; Rupert H. Carven, city auditor; General Charles H. Cole, Elevated trustee; Edward Dana, general manager of the Elevated; H. Ware Barnum, counsel to the trustees; Frederic S. Snow, counsel for the Elevated directors; General Edward L. Logan, and Robert Bottomley, representing the newly created Transit District Council; Senators Charles G. Warren of Arlington and Arthur Hollis of Newton and Representatives James J. Twohig and Martin Hayes of Boston.

Boston Boomed for Rotary Convention

A campaign to bring the 1932 convention of Rotary International to Boston was urged by Donald Adams of New Haven, one of the speakers at the twenty-fifth anniversary celebration of New England Rotary Clubs at Hotel Statler last night.

Charles A. Newton, one of the original members of the first Rotary club organized twenty-five years ago in Chicago, traced the history of the organization and told of plans for the coming convention in Chicago, which he said would be attended by 25,000 Rotarians.

Charles C. Dasey, president of the Boston Rotary Club, welcomed the 600 members, who came from all parts of New England to take part in the celebration. Dr. Thomas F. Kenney of Worcester, governor of the eastern Massachusetts and Rhode Island district, was master of ceremonies. District governors who spoke were Vernon H. Hodges of Connecticut and western Massachusetts, Major Edgar H. Hunter of New Hampshire and Vermont, David C. McIntosh of southern New Hampshire and Maine. Raymond J. Knoepfel, past international director and past president of the New York Rotary Club, and Herbert C. Wilson of Worcester, a past international director, also spoke.

Bill Amended for Private Streets

As the result of yesterday's hearing, before the Legislative Committee on Municipal Finance, when it was seen that Mayor Curley's \$10,000,000 street improvement bill made no provision for the laying out and construction of unaccepted streets, Representatives Gilman, Birmingham and Duffie of Boston lost no time in amending the measure to permit of the work for which several hundred persons from the outlying districts had attended the hearing. Legislators expressed surprise that City Hall had so erroneously interpreted the bill as to make the announcement that some of the money would be devoted to the quagmire streets, 507 of which are on the lists at the office of the Street Commission.

GLOBE 2/27/30 PM

REACH AGREEMENT ON GOVERNOR SQ

Conference Held by Mayor, Elevated Trustee and Legislative Subcommittee

At a conference at the State House today between Mayor Curley, trustees of the Boston Elevated and a subcommittee of the Legislative Committee on Metropolitan Affairs, it was agreed that legislation be passed providing for the extension of the Boylston-st Subway at Governor sq.

It was further decided that the construction of the extension should be of such character as to provide for the subsequent building of an overpass for automobile traffic. House Chairman George A. Gilman said that a bill will be drafted and reported for consideration at a meeting to be held next Wednesday. The terms of the agreement were not given out by the conferees, but that they were satisfactory appeared self-evident in the manner in which the Mayor and the trustees left the conference room.

For many years the city and the Elevated trustees have been deadlocked as to the method of financing the construction of the improvement in Governor sq. Recently Mayor Curley, before a legislative hearing, held that

the city should build the structure, as it has done in preceding instances, and lease it to the Elevated at a rental of 4 1/2 percent. This proposal did not meet with the approval of the trustees, who felt that the road is not in a position to pay the entire rental, which would amount to approximately \$135,000 annually. The trustees argued that the underpass is made necessary by the increase of auto traffic through the square, and the public should pay a portion of the rental.

At the conference today, besides the Mayor, Henry I. Harriman and Representative Gilman, were Samuel Silverman, corporation counsel for the city of Boston; Thomas H. Bilodeau, legislative agent of the city; Rupert H. Carven, city auditor; Gen Charles H. Cole, Elevated trustee; Edward Dana, general manager of the road; H. Ware Barnum, Elevated trustee counsel; Frederic S. Snow, counsel for the Elevated directors; Gen Edward Logan and Robert J. Bottomley, representing the newly-created transit district council and representatives of Newton and Brookline.

GLOBE 2/27/30 PM

CONFERENCE ON UNDERPASS

Mayor Working on Plans for North Station

Mayor Curley and Chairman Thomas F. Sullivan of the City Transit Commission, were in conference this afternoon with relation to the proposal to provide one or more underpasses for pedestrian traffic crossing Causeway st at the North Station, such as are outlined in a bill introduced by Representative Luke D. Mullen of Charlestown, now pending before the Legislative Committee on Municipal Finance.

This bill stipulates that any such enterprise shall be built with money raised outside the debt limit. But in the conference, Mr Curley advised Mr Sullivan that, if there is objection at the State House to this feature of the bill, the Mayor would hope to raise the necessary \$150,000 this year within the debt limit, so as to provide at least one of the vitally necessary underpasses.

Some 85,000 commuters and passengers arrive at and depart from the North Station daily, and oftentimes at night, the Boston Garden attracts many thousand persons. Great numbers of these persons must cross Causeway st, whose 100-foot width provides them two narrow islands for safety. But to reach either of these, pedestrians must oftentimes expose their lives to passing vehicular traffic flowing in the three lanes of travel which are divided by the islands.

Mr Curley himself recently passed through Causeway st at the evening rush hour and stopped to observe conditions. What he saw convinced him of the urgent necessity of safeguarding the lives of those thousands who daily pass there.

At the State House, yesterday, in connection with his appearance upon another matter, Mr Curley emphatically commended the idea of one or more underpasses. He reiterated this in talk to Col Sullivan today, making the point that at such a main gateway safer accommodations must be provided soon.

The Boston & Maine road has invested \$10,000,000 there in its station, hotel, industrial building and Boston Garden, and it is an absurdity that ingress and egress should be so dangerously interfered with by vehicular traffic.

An underpass arrangement is imperative, the Mayor feels. If underpass cannot be provided at Canal, Portland and Friend sts, the city should immediately start to build an underpass at some one of those busy thoroughfares. He therefore assured Col Sullivan that, if the Legislature would prefer, he will raise the \$150,000 necessary within the debt limit and finish the undertaking next Summer.

TRANSCRIPT 2/27/30

Southern Artery Has a New Name

As was expected from the strong support at a recent hearing in behalf of the movement to rename the Southern Artery, the street commissioners acted favorably and the order was approved by Mayor Curley. Commissioner Rourke of the Public Works Department has ordered that appropriate Gallivan Boulevard signs be provided at once. When ready they will be placed with fitting ceremony. Though several persons have consistently argued that Boston should do more than name a mere traffic thoroughfare in honor of the popular South Boston congressman, sponsors of the movement were satisfied that it represented the sentiment of practically the entire district, and declared that if the street name were changed it would not militate against an even greater honor in the form of a memorial.

Dolan for \$9000 Treasury Berth

Having served as acting city treasurer for a month, Edmund L. Dolan has finally accepted the mayor's offer of the position and his appointment has been sent to the Civil Service Commission. Though the position is one of the most attractive in the city service, Mr. Dolan repeatedly refused it, as did the mayor's brother, John J. Curley, and another intimate friend, Francis Brennan. Mr. Dolan has been prominently identified with all of the mayor's political fortunes. On Jan. 9 he was appointed a member of the sinking funds commission and confirmed on Jan. 21. He was chairman of that commission during the previous Curley administration. The city treasurer is paid \$9000.

Curley's Building Plan Pleases Allen

Governor Allen expressed to Mayor Curley his appreciation of the mayoral construction program for the year which was reported in detail to the governor last week.

"It is indeed most encouraging," wrote Governor Allen "to receive your assurance of co-operation in connection with our program for expediting public works so as to take up unemployment at this time when it appears to be more prevalent than usual."

"Every effort is being made to advance the State construction work for highways, public buildings, etc., and if the various municipalities will co-ordinate their efforts and forces to this end, it will, in my opinion, exert a tremendous influence in stabilizing our economic situation."

GLOBE 2/27/30 PM

ANOTHER \$500 REWARD IN KIDNAPING CASE

Mayor Curley today signed an order of the City Council offering a reward of \$500 for the arrest and conviction of the man wanted for kidnapping 5-year-old Anna Dorothy Smith of Charlestown. The Governor's Council yesterday took similar action, making the total reward \$1000.

can come with the co-operation of the government on Beacon Hill and the government at City Hall. And as Governor I pledge you Mr. Mayor that so long as I represent the state in my present position Massachusetts will give you the greatest possible co-operation in your undertaking.

"As a business man I feel that in the program outlined you have provided a real incentive to the business and civic interests to work together in an undertaking vital to us all. I believe that as it is always darkest before the dawn, so we are about to emerge from the present business recession and come out in the sunshine, and I firmly believe we have before us an area of greater business success than we have ever had in the past." He urged his hearers to "give the utmost you have" to Mayor Curley's undertaking.

Mr. Harriman asserted his belief that "every great industrial section of the country, or for that matter of the world, is having its problems and that the questions demanding solution in New England are no more serious and no more complicated than those of other sections. If there is one thing we lack in New England it is a spirit of co-operation." He assured the mayor that the chamber of commerce viewed with "great sympathy this effort which you are making to improve the co-operative effort of business and industry in Greater Boston to the end that this section which we so profoundly love may be a better and a happier place in which to live, to bring up our families, and to conduct our business."

Mr. Davis said: "Predictions made before the election that better times were ahead for the port of Boston when Mr. Curley became mayor are already being fulfilled. Mayor Curley's interest in the port, his knowledge of its problems and the energetic and comprehensive measures that he is taking to build up the commerce of the port merit the unqualified support of all citizens of the commonwealth." Mr. Davis declared that during the past two weeks executives of the United States Lines had definitely promised additional direct steamship service from this port, and that officials of the French lines had inspected the port facilities with a like purpose in view."

"It is altogether possible, with our superior Commonwealth pier," he said, "and with the great saving in time and expense to offer such inducements to the trans-oceanic steamship lines as to lead them to make Boston instead of New York their principal American terminal."

PARKER'S TRIBUTE

Herbert Parker, paying warm tribute to Mayor Curley, referred to the meeting as "an inspiration through which a Greater Boston is nearer the reality than it has ever before been." He said the people of Massachusetts in any period of trial might well take heart in the dauntless spirit of the Puritans and in the history of the Commonwealth itself.

Mr. Fort, taking for his subject the question of consolidation of the New England railroads, opposed an all-New England consolidation and suggested a linking up of the roads with strong outside lines.

In addition to the speakers, those at the head table included:

Gleason L. Archer.	Capt Rufus Z. Johnston
John G. Fitzpatrick	Very Rev. James B. Dolan, S. J.
Christopher de Groot	Charles L. Edgar
Daniel L. March	Gen. Edward L. Logan
Hugh Bancroft	Edward Dana
Harold F. Mason	Charles F. Weed
John F. Tinsley	Wilfred W. Lufkin
Henry T. Claus	Arthur P. Russell
Thomas Nelson Perkins	Frank W. Buxton
Patrick A. O'Connell	William McIsaac
Walter S. Bucklin	George D. Kimball
Harry E. Gould	Frank L. Perrin
Charles G. Bancroft	John A. Cousens
Dana D. Barnum	Kurt von Tippelskirch
William G. Lynch	Joseph Smith
William G. W. Cocheu	Everett W. Lord
Gaspar G. Bacon	

HERALD 2/28/30

EXPLAINS INCREASE IN CIVIC PAYROLLS

Mainly in Police and School Forces, Says Mayor

In commenting on a recent analysis of municipal and county payrolls by the civic bureau of the chamber of commerce, Mayor Curley called attention, yesterday, to the failure of the statisticians to reveal that the school and police departments were responsible for the impressive increases in employees and not the departments under the control of the mayor and the city council.

"In 1905 the number of employees in city departments," said the mayor "under the control of the mayor and city council was 8284 and in the same departments in 1929 the number was 10,283, an increase of 1999 in 24 years, or 24 per cent.

"In 1905 the number of employees in the school department was 2918, and in 1929, it was 6529, an increase of 3611 in 24 years or of 123 per cent.

"In 1905 the employees in the police department numbered 1356 and in 1929 the number was 2456, an increase of 1100 or 81 per cent."

Continuing he pointed out that the total of city employees in 1905 was 12,558 and in 1929 it was 19,268, an increase of 6710, of which the police and school departments were responsible for 4711 against 1919 in all other departments.

"The bureau," the mayor went on, "notes the increase in the total number of employees of 4256 in the post-war period from 1920 to 1929. An analysis of this increase shows that only 1806 were in departments under the control of the mayor and city council, a 21 per cent. increase, and the remaining 2450 in the school and police departments, an increase of 41 per cent. in the school department and 27 per cent. in the police department.

"No doubt a great percentage of the increase in the number of police employees can be partially attributed to traffic necessities. The tremendous increase in the school employees may also possibly be reasonably explained. These figures are not presented in any spirit of criticism of these two departments but merely in order that the civic bureau of the Chamber of Commerce and the citizens generally may appreciate that the conservative part of the municipal government, when it comes to a question of increased employees and payrolls, is that part comprising the departments controlled by the mayor and city council."

BUS SERVICE PLAN MEETS OPPOSITION

City Council May Refuse Norwood and Forest Hills Permit

Opposition to the petition of the Eastern Massachusetts Street Railway Company to operate a limited stop bus service between Norwood and the Forest Hills terminal of the Elevated, expressed to the city council committee on jitneys, yesterday by Councilmen Murray, Cox and Englert, forecasts an unfavorable report.

Norwood has asked for a rapid transit bus service to supplement the trolley service which now joins the Elevated system at the Dedham-Boston line. The selectmen of Norwood asked for the bus line.

The objection of the three councilmen was based on opposition of residents on Washington street to add to the traffic which is the cause of almost constant protest as well as on the need of eliminating rather than increasing traffic congestion at the Elevated terminal. The proposed bus service, intended for operation on an hourly headway provided for a non-stop run between Dedham square and Forest Hills. The renewed effort of aircraft concerns at the East Boston airport to obtain bus service from the Elevated again called forth strong opposition from East Boston. The plan of abandoning the trolley service to Jeffries point and substituting a bus line from Maverick station to the airport was opposed by Councilman Donovan, Congressman Douglass, Senator Buckley, Representatives Hearn and Barker and Register of Probate Arthur W. Sullivan.

They told the committee that East Boston demands car service and that sentiment is overwhelmingly against a bus line through one of the most congested residential districts in which there are six schools.

Councilman Donovan suggested an extension of the Jeffries point car line to the airport if there is such pressing need of transportation facilities.

Those who favored the bus project were Park Commissioner William P. Long, Theodore G. Holcombe of the chamber of commerce, Waldo Brown, Fred L. Ames, William C. Harris and Franklin Jordan who are connected with aircraft activities.

City Offers \$500 Reward for Kidnaper's Capture

Mayor Curley yesterday signed an order appropriating \$500 for the arrest and conviction of the kidnaper of Dolly Smith, five, of Charlestown, who was later found in a Watertown pit. So far the Charlestown police have failed to unearth any helpful clues.

HERALD 2/28/30

Penna. for New Haven as Ally; Trunk Line Links, Curley Plar

Mayor Urges Connecting New England Roads with Transcontinentals

SPEAKS AT DINNER GIVEN BY THE CITY

Linking up of the New England railroads with three or four of the trunk lines was advocated by Mayor Curley last night as part of a plan to promote the commercial and industrial interests of Boston to their utmost possibilities and restore to the city "the commercial supremacy which is part of Boston's past glory."

Mayor Curley outlined his plans for development of Boston's prosperity at a dinner tendered by the city of Boston to the leading business, civic and educational men of the city, and given at the Boston Chamber of Commerce.

Mayor Curley's policy with regard to the treatment of the New England railroad situation, represented more or less of a radical departure from the general sentiment heretofore registered on this subject.

CONCERTED DRIVE

"A concerted, intelligent, properly directed drive is necessary," he said "to prevent the destruction of the leading industry of this commonwealth, and there is no way to justify inaction or delay. The time has arrived for the enunciation by the business interests of Boston of a courageous policy with reference to transportation facilities." The solution offered eight years ago by the Storow plan for a New England railroad system, no longer applies, he said, in view of the improvement in the condition of the New England roads.

"Under these circumstances it would appear advisable for the business interests of Boston to advocate the linking of the four New England railroads, namely the Boston & Albany, the New York, New Haven & Hartford, the Boston & Maine, and the Bangor & Aroostook with three or possibly four trunk lines.

"With four trunk lines centring in Boston, competition would develop that in all probability would be reflected in a commercial and industrial revival such as this city has never experienced in its history."

Mayor Curley's reference to the threatened destruction of a "leading industry" was interpreted from his previous remarks as meaning the boot and shoe industry. He scored the policy of allowing foreign shoes made by cheap labor to enter this country at the expense of the American industry.

The mayor said that one of the chief instruments for Boston's commercial development is the recently re-created industrial, commercial and publicity bureau of the city of Boston, "to whom shall be delegated," he said, "the work of promoting co-operation between the chamber of commerce, the retail trade board, the railroads, the steamship lines

and every industrial and commercial agency in the metropolitan area."

Thus, he said, for the first time, "the opportunity is presented to combine the brain, the optimism and the money of the metropolitan area for the promulgation of a program and the adoption of a policy through which it may be possible for Boston to achieve a place in the forefront, industrially and commercially, among American cities."

The mayor received thunderous applause when he brought his address to a conclusion with the announcement that he would contribute to the working publicity bureau the sum of \$5000—representing a surplus left over from his mayoralty campaign. He announced the make-up of a committee to handle the bureau's funds as follows: Walter Shawmut Bank; Philip Stockton, president of the First National Bank, and Theodore A. Logan of the Federal National Bank. The latter will act as treasurer.

The gathering at which the mayor

WHERE MAYOR UNFOLDED PLANS



launched his campaign was undoubtedly the most unusual of its kind in the history of the city, including, as it did, not only Gov. Allen, members of the Legislature and other state and city officials, but leading figures in every commercial, civic and education activity in Greater Boston.

The speakers, in addition to Mayor Curley who acted as toastmaster, included Gov. Allen, Herbert Parker, chairman of the Massachusetts tercentenary commission; Henry I. Harriman, president of the Boston Chamber of Commerce; Col. Charles R. Gow, postmaster of Boston; Gerrit Fort, chairman of the Maritime Association of the Boston Chamber of Commerce, and Frank S. Davis, manager of the bureau of the latter association.

PLEDGES STATE'S SUPPORT

Gov. Allen paid warm tribute to Mayor Curley and his project, and pledged him the state's hearty co-operation. "As chief executive of this commonwealth," he said, "I feel that the realization of this splendid program

GLOBE 2/28/30 AM

LAUNCH CURLEY'S INDUSTRY BUREAU AT BIG BANQUET

Civic and Commercial Leaders of City Indorse Mayor's Project For Cooperation Among All Business Agencies



PRINCIPALS AT CHAMBER OF COMMERCE BANQUET LAUNCHING MAYOR CURLEY'S INDUSTRIAL BUREAU

Mayor Curley's "brain child"—the Bureau of Industry, Commerce and Publicity—was launched at a banquet in the Chamber of Commerce last night attended by 500 business leaders as guests of the Mayor. They had contributed \$5000 to the bureau's maintenance.

Gerrit Fort, the Chamber's maritime association chairman, said the Pennsylvania Railroad has probably acquired a dominating interest in four New England railroads.

He added that he viewed this domination of New England's railroads with alarm.

"If the Pennsylvania has really acquired a dominating interest in New England railroads," he continued, "we may have to accept the situation and make the best of it, despite the tentative plan of the Interstate Commerce Commission or the findings of the Governors' committee yet to be reported.

No Improvement Seen

"Thinking of the matter in terms of our maritime commerce, however, I believe that the Pennsylvania

Railroad—great system that it is—would improve the present situation.

"It is deeply interested in the ports of New York, Philadelphia, Baltimore and Norfolk, and it would be difficult to imagine any very good reason why competitive traffic originated by the Pennsylvania should be carried past these nearer ports in order to increase the importance of the port of Boston," he concluded.

Mr Fort's remarks created considerable talk following the meeting, coming after speeches such as that by Mayor Curley, who said that the advantage of having a splendid natural harbor situated 200 miles nearer Europe than New York and more than 100 miles nearer Buenos Aires than Baltimore is meaningless and of no value without commerce.

Mayor Curley's solution of the problem, which he said was New England's as well as Boston's, was the establishment of a properly-financed group to be known as the Bureau of Industry, Commerce and Publicity, to whom shall be delegated the work of promoting cooperation among the Chamber of Commerce, the Board of Trade, the railroad, the steamship and every industrial and commercial agency in the Metropolitan area.

Cooperation Pledged

"This bureau," the Mayor said, has been promised the fullest cooperation by the Harvard School of Business Administration, Massachusetts Institute of Technology and Boston University College of Business Administration."

He said that the remaining two links in his remedy of "New England brains, optimism and money," for curing New England's business trouble were represented in the audience.

Mayor Curley hoped the optimistic statements made by Gov Allen and the others during the evening would be backed up with financial support.

He named a committee of three Boston bank presidents to receive the contributions. They were Pres Philip Stockton of the First National Bank, Pres Walter S. Bucklin of the National Shawmut Bank and Pres Theodore Logan of the Federal National Bank, the latter being designated treasurer.

The initial deposit to his fund was made by Mayor Curley himself, who explained that a surplus had been left from his campaign fund.

"I have been authorized by my campaign committee," he said, "to contribute to the creation of such a fund as may be necessary for carrying out the program here presented, the sum of \$5000, firm in the belief that it represents the wisest character of contribution to the welfare of Boston and its citizens."

Previously Mayor Curley had come out for linking up the four New England railroads with three or possibly four trunk lines. Mr Fort, who spoke later, declared that this discussion of the New England railroad question may be in the nature of a post mortem.

"Apparently the Pennsylvania Railroad and the New York, New Haven & Hartford today jointly control the Boston & Maine through stock ownership, and market activities indicate that some strong interest is increasing its holdings in Maine Central and Bangor & Aroostook," Mr Fort said.

Curley in Plea to Hub Leaders to Boom City and Aid Jobless

500 Notables Give Support at Dinner

In his greatest gesture for municipal betterment, Mayor James M. Curley last night appealed to Boston leaders in finance, religion, society and education for their "brains, optimism and money" to bring industry to Boston and relieve unemployment.

More than 500 men, including Governor Allen and other state dignitaries, leaders in every pursuit in the Hub, gathered at a dinner given by Mayor Curley at the Chamber of Commerce.

Heads of Boston's great banks, manufactories, colleges, industries, army and navy officials, members of the city government and religious luminaries were present.

CURLEY DONATES \$5000

After Mayor Curley's plea, which drew rounds of applause, Governor Allen, speaking for the State, and others for their own industries, pledged the mayor their unified and unqualified support.

Mayor Curley then donated \$5000, which was left over from his campaign expenses, toward the start of a fund for the carrying out of the program he presented.

He said he had assembled the leaders of Boston to organize and determine upon a course of action which would result in large opportunity for the individual citizen.

To put Boston in the position of leadership once again which it had enjoyed in the past and from which it had been driven was the aim, he declared. He said the problem was not only a Boston one but also for New England.

COMMISSION NAMED

"I am asking that you men devote a portion of your brains, optimism and money to the industrial and commercial advancement of the city and area we love.

"I have accordingly appointed a commission to study the problem of creation of a Metropolitan Boston that will embrace the 41 cities and towns that now constitute what is known as the metropolitan district.

"The report of that commission when completed will become the basis for submission of the plan to the people of Boston for acceptance or rejection."

Mayor Curley said Boston with a population of 2,000,000, would rank fourth in population among cities of America instead of ninth as at present.

He then called attention to the fact that in Metropolitan Boston there are over 300 financial institutions, 30,000 manufacturing and mercantile plants, the most valuable fishing industry, the greatest wool market in the United States, the largest dry dock in the world and the center of the shoe industry.

ADVANTAGES CITED

He cited the advantages of being nearer Europe and South America than New York or other Atlantic seaboard cities.

"There is no way to justify a policy of permitting the leading city of New England, which occupies second place in value of imports, to continue merely as a port of call. The need of the hour is development of a program through which Boston will become a cargo port."

At least \$2,000,000 should be appropriated by Congress for improvement of Boston harbor and adjacent waterways, he said, adding that the most highly skilled labor in America lives in the Metropolitan area.

He said he had discussed with Harvard, Tech, Boston College and Boston University heads, the question of co-operating with business interests so that it may be possible to preserve present industry and acquire new ones.

URGES RAIL "COMBINE"

Had this been done 20 years ago, said the mayor, New England would not have lost the textile industry, now would she be threatened with loss of the shoe industry which now is imminent. He decried the tariff law which permits importation of foreign made shoes, underselling American ones and the consequent lack of work to employes in that line.

He urged the business interests of Boston to advocate linking up of the four New England railroads, namely, the New Haven, Boston & Albany, Boston & Maine and Bangor & Aroostook with three or possibly four trunk lines.

ALLEN PLEDGES AID

Gov. Allen spoke, first as chief executive of the state and then as a plain business man, in each case offering his support. He pointed out that to alleviate unemployment he had speeded up state building projects.

Among those at the head table were Henry I. Harriman, president of the Chamber of Commerce; Gaspar G. Bacon, president of the Senate; Rev. James H. Dolan, S. J., president of Boston College; Edward Dana, of the Elevated; Col. Charles R. Gow, postmaster of Boston; President John A. Cousens of Tufts; General Logan; President Daniel L. Marsh of B. U.; Thomas Nelson Perkins, acting head of the Boston and Maine.

Walter S. Bucklin, head of the National Shawmut Bank; Harry E. Gould, general manager of the Bethlehem Shipbuilding Corporation, and Herbert Parker, former attorney general.

TRAVELER 3/1/30

O'HARE NEW PENAL INSTITUTIONS CHIEF

William G. O'Hare, for five years a member of the school committee, was yesterday named penal institutions commissioner by Mayor Curley. The transfer of Commissioner Philip A. Chapman to superintendent of supplies created the vacancy.

O'Hare, who lives at 21 Bartlett street, Charlestown, is widely known. He was born in Boston in 1889 and is a graduate of the Warren grammar school, Charlestown; Boston Latin school, Boston Normal school and Harvard. He was a public school teacher for nine years and for seven years managed the Charlestown school centre. For several summers he acted as a probation officer in the juvenile court. He specialized at college in history, government and economics, municipal finance, ethics and psychology.

He is the son of the late Joseph and Mary O'Hare and he has two brothers, John B. O'Hare, attorney, and Maj. Joseph J. O'Hare, military attache in Havana. He married Miss Florence F. Comerford of Cambridge in 1915 and they have three children. His uncle, John O'Hare, was chairman of the children's institutions board for years. O'Hare is a member of the Knights of Columbus, M. C. O. F., Charitable Irish Society and St. Alphonsus Association.

AGREE ON GOVERNOR SQ. PLAN

Curley and L Heads Arrange to Extend Subway

An agreement for elimination of the traffic congestion at Governor square was reached yesterday at a conference between Mayor Curley, Boston Elevated trustees and members of the legislature, and a bill to carry the agreement into effect will be drafted by Corporation Counsel Samuel Silverman, H. Ware Barnum, counsel for the Elevated trustees and Frederic E. Snow, counsel for the Boston Elevated directors.

The agreement calls for the extension of the Boylston street subway under Governor square up Beacon street to a point just before the railroad bridge is reached, and up Commonwealth avenue to a point near the synagogue.

The estimated cost of the improvement will be \$3,000,000 for construction and \$100,000 for equipment. The extension would be leased by the Elevated at a rental of 4 1/2 per cent, with a provision that the entire expense be kept separate from other Elevated costs and if any deficit should result from the operation of the improvement, the deficit would be assessed upon the cities and towns of the district.

Snow Withholds Approval

This would make certain that no increase of fares would come as a result of the improvement.

While the the proposal was agreed to by the legislators, Mayor Curley, the Elevated trustees and the representatives of the metropolitan transit council, it was not agreed to positively by Frederic E. Snow, representing the Elevated directors. Mr. Snow will take that matter up with the directors.

In the meantime, the drafting of a bill will proceed and it is believed that ultimately the Elevated directors will accept the proposal.

At yesterday's conference with Mayor Curley, were Senators Warren of Arlington and Hollis of Newton; Representatives Gilman, Hays and Twohig of Boston, Samuel Silverman and Thomas H. Bilodeau of the city law department; Henry I. Harriman and Charles H. Cole of the Elevated trustees; Edward L. Bogan and Robert J. Bottomley of the metropolitan transit council.

ASSAILS THE G. O. P. LEADERS

Fitzgerald Charges In- efficiency in State and Nation

In an address before the Democratic City committee of Lynn at Knights of Columbus Hall last night, former Mayor John F. Fitzgerald of Boston severely arraigned what he called Republican inefficiency in both nation and State just now. He said in part:

ARRAIGNS REPUBLICANS

"The Republican party has been in power a year and has made a terrible mess of things. The big Republican meeting in Boston in the Hoover-Smith campaign was the Borah meeting at Boston, and he was one of the first to kick over the traces and lead in the movement against a duty on foreign-made boots and shoes, a tariff that is very much needed at the present time on women's boots and shoes.

"The tariff debate showed Republican leadership at its lowest ebb, with the grand old Commonwealth of Massachusetts as far as Republican leadership at the zero hour. At no time in its history has the Republican party in Massachusetts been in the humiliating position that it occupies in the United States Senate.

"At various times in the history of the country Republican Senators for Massachusetts were real leaders—they today, however, have vanished. The present Republican Senator, Mr. Gillett, according to his personal friend Congressman Andrew from the Essex district, is useless. Were it not for the heroic work of David I. Walsh, Massachusetts would be disgraced before the country. Conditions are almost as bad here in Massachusetts.

Unemployment Widespread

"Unemployment is widespread, thousands of families being on the brink of starvation, yet nothing is done about it in a serious way. But the Republican leaders are dominant in all branches at the State House. Governor Allen has written a few letters to the mayors of cities and selectmen of towns urging the speeding up of civic improvements but only a fraction of the people unemployed can be employed in these enterprises.

"Mayor Curley alone shows any vision and he is on the job night and day trying to remedy conditions brought about by Republican inefficiency. The main trouble seems to be in the point of view of the Republican party in the

nation and State. Mass production, with big profits for the big fellows, seems to be the slogan.

Poor G. O. P. Leadership

"Though there is more idleness at the present time than at any time in recent years, though thousands of concerns brazenly admit that they will not employ men or women over 45 years of age, there has never been any show of effort on the part of the Republicans, either in the nation or State, to help remedy these conditions. European countries, notably Great Britain, with one quarter of our resources, not only have investigated the unemployment situation, but pay out billions of dollars a year in unemployment insurance.

"What this country needs today is a leader who realizes the tendency of the times towards the money god, and who will fight to put the rights of humans above that of the almighty dollar. According to all signs he cannot be found in the Republican party, which is hard-boiled and cynical to the last degree so far as the welfare of the ordinary citizen is concerned.

SUBWAY EXTENSIONS

The news that Mayor Curley and the trustees of the Boston Elevated have come to an agreement on a bill to extend the Boylston street subway at Governor square is the most welcome piece of information that has been given out for a long time. In the past, although bills have been passed by the Legislature, it has always been the disapproval of the then Mayor that has stalled proceedings.

As announced, the extension of the present subway would be in two directions, one along Beacon street to a point near the Boston & Albany railroad tracks and the other under Commonwealth avenue to the vicinity of Temple Adath Israel. If found advisable, an overpass to meet traffic conditions is also agreed upon.

Whether this plan requires new legislation or not, it seems likely to go through. When the Mayor and the trustees can get together and say that a plan will be agreeable to both parties, the thing is about as good as done. Legislation, of course, can be obtained, if it is necessary.

The outlook for relief at Governor square, the worst spot in Boston; appears brighter than it has for years, if ever. The year should see construction well under way.

ANNEXATION TO BOSTON OF NEIGHBORS NOT AIM

Mayor's Conference Studying Only Cooperative Effort, General Committee Points Out

Annexation to Boston of surrounding communities is not the aim of Mayor Curley's conference on Metropolitan Boston, and this group is not directing its studies toward that end.

This is the definite declaration made in a statement by the general committee of the conference given out today by Miss Elisabeth M. Herlihy, the conference secretary.

The purpose of the conference, according to the statement, is to investigate the desirability of extending the principle of cooperative effort between these communities, as exemplified in the present provision of metropolitan sewer, water and park facilities, so as to include other similar services, like traffic, transportation and health.

MAYOR SENDS PEN TO LIEUT GEN LOGAN

It Was Used to Sign Order
for Gallivan Boulevard

Mayor Curley, in a letter today to Lieut Gen Edward L. Logan, informed the latter that he was forwarding the pen with which he signed the order changing the name of the Boston part of that thoroughfare known as the Southern Artery, to the Gallivan boulevard.

The letter, in part, said: "This honor extended to the memory of a public official, whose loyalty and devotion to you has been of the Damon and Pythias type, is due wholly to your interest, and as Mayor, it is an exceeding pleasure to congratulate you upon the success of the fight you have waged for the establishment of this permanent memorial to your friend."

TRIBUTE TO FR GASSON PAID BY MAYOR CURLEY

Mayor Curley today issued the following statement upon the death of Fr Gasson, S. J.:

"The passing of Fr Gasson represents a tragic loss not only to the religious organization of which he was an honored member, the Society of Jesus, but to America, blessed and benefited many times by his clear vision and courageous utterances for the preservation of the highest possible standards of morality in the case of the individual and of the Nation.

"To his courageous vision may be traced the exquisite conception, whose towers and crosses rear heavenward at Newton, known as Boston College, and as long as this institution of learning endures it will continue as a permanent and blessed memorial of his service in our midst."

AMERICAN 3/1/30 RETAIL BOARD FIGHTS 'DEAD' PARKING BAN

Merchants Charge Proposed
Traffic Order Is Backed
by "Selfish" Interests

The suggestion of garage owners, taxicab companies and truckmen that "dead" parking of automobiles in downtown Boston be prohibited met with a storm of protest today.

One of the chief opponents of the plan, which was offered by Atty. Merrill Griswold for the Traffic Control Association, was Daniel Bloomfield, manager of the Boston Retail Trade Board.

"We are strongly opposed to the plan to prohibit 'dead' parking of automobiles in downtown Boston and Beacon Hill and will fight the proposal," he said.

"It is obvious what is behind the suggestion. Certain real estate and garage interests want to shift the retail business center of Boston. It is nothing more than a selfish move on their part and has nothing to do with civic betterment."

"The proposed plan is ill-considered and would work great hardship not only on the business houses of the section which pay substantial taxes, but on the general public. It is no solution of the traffic problem of the city.

"It would be far better for all business and civic groups to get behind Mayor Curley's original

plan for a loop highway through downtown Boston, which plan is the best yet offered for traffic relief.

"The group which is proposing this change is the same group which fought Mayor Curley's plan."

Col. Thomas L. Sullivan, acting traffic commissioner, has set the tentative date of March 18 for a hearing on the suggested change, and in the meantime a survey of conditions will be made.

Atty. Griswold suggested that the parking of automobiles, other than taxicabs and trucks, unless occupied by operators should be prohibited in the territory within the loop created by Causeway st. and Atlantic ave., Kneeland, Stuart.

Arlington, Beacon, Charles and Nashua sts. A portion of Harrison ave. might well be added to the loop, too, he said.

CALLS EXPERTS TOGETHER

Griswold explained that certain areas in the Arlington, Beacon and Charles sts. sections might be subject to revisions in so far as the granting to residents of the right to park outside their homes.

Mayor Curley considered the suggestion so radical that he suspended the meeting and summoned Acting Traffic Commissioner Thomas F. Sullivan, Chairman Thomas J. Hurley of the street commission, Public Works Commissioner Joseph A. Rourke and Park Commissioner William P. Long.

The mayor asked the proponents of the scheme their opinion about the attitude of property owners and business men in the proposed loop and emphasized that their ideas should be accorded as much consideration as the recommendation of the proponents of the plan.

Griswold replied that the purpose was to acquaint the mayor with the plan as a preliminary to a subsequent public meeting.

APPROVED PLAN

It was admitted by the proponents that garage owners are not obtaining adequate financial return on their investment and that taxicabs are being operated at a loss on short hauls, but that these disadvantages would be offset by the advantages that the public would derive from the speeding of trolley cars, trucks and taxicabs.

Representatives of taxicab companies, of C. Bowen Co., truckmen, of the Metropolitan and Back Bay Garage associations and of Harris, Forbes & Co. and Atty. Lothrop Withington favored the plan.

BOARD OPENS INQUIRY INTO TAXI STANDS

10 Questions Are Propounded
to Ascertain the System of
Granting Parking Spaces

The special committee of Boston City Council appointed to investigate the taxi stand situation in Boston opened its meetings City Hall today.

Its first act was the passage of an order offered by its chairman, Robert G. Wilson, Jr., calling on Mayor James M. Curley to ask the corporation counsel 10 questions to determine by what authority parking spaces in Boston are rented to taxi companies.

At last week's meeting of the council, in calling for a real inquiry, Mr. Wilson said, "an unseen hand is at work which blocked two previous investigations by the Boston City Council and one by the Massachusetts Legislature."

The interrogations to be propounded are:

By virtue of what authority are taxicab locations now granted, with any rental or fee charged by any private owner or lessee of any building, on any public street in the city of Boston?

Assuming that consent is given by the owner or lessee of an adjacent building, is the proper legal authority for the granting of taxicab stand on a public street in the city of Boston legally vested at the present time in the Board of Street Commissioners or the Police Commissioner?

Has the Police Commissioner authority to grant a license for a taxicab stand on any public street in the city of Boston, and if so by virtue of what act of the Legislature or what city ordinance?

Has the Board of Street Commissioners authority to grant a license for a taxicab stand on any public street in the city of Boston, and if so by virtue of what act of the Legislature or what city ordinance?

By virtue of what city ordinance or what act of the Legislature do the owners or lessees of hotel buildings in the City of Boston now receive rentals or fees for the use of adjacent city streets in the City of Boston?

In your opinion is the present practice of granting exclusive taxi stand locations on Boston streets, with rentals or fees paid private persons or corporations, legal; and if so by virtue of what statute or ordinance?

Is the present practical monopoly granted almost exclusively to two taxi cab concerns for stands on public streets in the Boston business district legal?

Has the owner of any hotel building or railway terminal in Boston, even with the consent of the police commissioner, any legal right to restrict

(a) The parking of any automobile on any part of any public street?

To grant any exclusive use of any part of any public way for parking purposes, even where a fee or rental is paid the owner of the property immediately adjacent?

By exactly what legal procedure is it possible to prevent:

The further renting of any part of any public street in the city of Boston by the owner or lessee of a building adjacent thereto?

The further granting of taxicab parking privileges on any part of any public street in the city of Boston exclusively to any person or company?

A continuation of the present practice now existing in Boston of allowing any corporation, other than the city of Boston, or any person, to receive any rental or fee, for the use of any part of any public street?

Exactly what are the present legal provisions effective in the city of Boston with reference to the granting of a taxicab stand on any part of any public street?

By virtue of what authority has a taxicab stand been granted on that part of State st. immediately adjacent to the Custom House?

SENT TO CANADA

In June of the following year the Canadian province of the Society of Jesus was divided into two sections, one for the French, the other for the English-speaking Catholics. With new fields opening before the English-speaking Jesuits the need of trained intellectual and spiritual workers was keenly felt, and Fr. Gasson was sent there at the request of the Canadian Jesuits and the general of the order, to participate in the plans for university education in the Dominion.

He lectured on historical, metaphysical and economic subjects in all sections of the country.

MAYOR IN TRIBUTE

That the nation was blessed and benefited many times by the clear vision and courageous utterances of Fr. Gasson, was the tribute paid by Mayor Curley.

"The passing of Fr. Gasson represents a tragic loss, not only to the religious organization of which he was an honored member, but to America," said the Mayor. "Always he stood for preservation of the highest possible standards of morality, in the case of the individual and the nation.

"To his courageous vision may be traced the exquisite conception whose towers and crosses rear heavenward at Newton, known as Boston College. So long as this institution of learning endures, it will be a permanent and blessed memorial of his service in our midst."

President Daniel L. Marsh of Boston University today paid tribute to Fr. Gasson in the following statement:

"I had the honor and pleasure of knowing Fr. Gasson and appreciated his sterling worth. With the rest of the community I grieve at his death and mourn the loss of so distinguished and valuable a citizen. He will be greatly missed."

Rev. Louis Gallagher, S. J., assistant to the provincial of the New England province, said:

"Fr. Gasson's most notable work was, of course, the founding of Boston College. But his lectures throughout the country brought him a great measure of fame. He did missionary work among the Indians of this country years ago and was greatly devoted to them."

DOESN'T AIM AT ANNEXATION

Mayor Curley's general committee of the conference on Metropolitan Boston does not contemplate advancing any proposal for the annexation of cities and towns in the metropolitan district, it made clear today. Its present aims were outlined in the following statement:

"It is investigating the desirability of extending the principle of co-operative effort as exemplified in the present provision of metropolitan sewer, water and park facilities so as to include other functions of a metropolitan nature, such as traffic, transportation, health and similar matters, with the idea of developing a unified control of common activities, but with no loss of individual identity or local autonomy."

TRAVELER 2/28/30 \$331,000 AWARDED BY JURY FOR LAND

Verdict in Dock Square Case Pleases Curley

The most important of the 12 victories which the city law department has won in 15 civil suits settled since January was reported to Mayor Curley today by Corporation Counsel Silverman.

In the action of the trustees of the David Sears real estate trust to compel the payment to them of the value, set by them, upon the property at Washington street and Dock square, taken for street widening purposes in 1925, a Suffolk county jury placed a value of \$331,047.22.

City real estate experts testified that the award of \$263,200 made by the street commissioners was below a fair value of \$275,000. The trustees claimed about \$450,000. The award of the jury was gratifying to the mayor, who recently ordered the law department to win some suits and not adhere to the practice of making private settlements.

CURLEY URGES N. E. MATERIAL FOR P. O.

Mayor Curley, at the suggestion of Joseph P. Lomasney, has urged upon the Massachusetts delegation in Congress the wisdom of advocating the treasury department to use New England brick and granite in the construction of the new federal building in Boston.

Congressman Douglass reported to the mayor today that the decision of treasury department officials cannot be anticipated.

Mayor Curley expressed the opinion that granite trimmings can well be used in connection with the construction of a brick building.

Contd

worse crises had been weathered in the past. "It is always darkest before dawn," he quoted. "And we will emerge into the industrial sunlight with greater prosperity than ever before," he promised.

Fervent Tribute to Mayor

The Mayor was referred to as "the incarnation of the highest ideals of civic service," by former Attorney-General Herbert Parker, chairman of the Massachusetts Bay Colony Tercentenary Commission, who voiced confidence that New England would be true to its past traditions and that Boston would spring into commercial leadership under the direction of the Mayor.

Unqualified support of the Chamber of Commerce in the work of the new Bureau of Industry, Commerce and Publicity towards carrying out the Mayor's programme was recorded by President Henry I. Harriman, who told of the activities of his organization in developing Boston and the rest of New England.

"Problems facing New England are no greater or more serious than those faced by the other industrial centres of the world," said President Harriman. "If we here in New England lack one thing; it is the spirit of co-operation. We are traditionally individualists. We don't draw well in team or tandem. But we must work together at this time and I pledge the hearty and enthusiastic support of the Chamber of Commerce to the programme."

That the port of Boston has already shown progress in the few weeks of the Curley administration was attested by Manager Frank S. Davis of the Chamber's Maritime Association. He announced that Eastern Steamship officials had informed him last night that they were awarding a contract for \$5,000,000 worth of new ships for the coast-wise trade, and he stated that officials of the United States Lines had promised to add more steamers here for the transatlantic service.

The establishment of an agency in London by the railroad interests here with the co-operation of the Mayor was suggested by Manager Davis as a promising means of interesting travellers of the United Kingdom with the scenic beauty of New England and commercial facilities of Boston.

Postmaster Charles R. Gow, former president of the Associated Industries of Massachusetts, concluded the radio speaking programme with an appeal to the assembled leaders to contribute to the fund to be used for publicity and other measures in the development of industry and commerce here.

"This is not a partisan or political question," stated the postmaster. "It affects every man, woman and child in our neighborhood, and the Mayor has the right to call upon every one of us to help. Further, he deserves the voice of appreciation for his promptness in sensing the need of the hour for better co-operation in the programme for the rehabilitation of the industrial supremacy of this section of the country."

Representative Gathering

Seated at the head table with the seven speakers, the representatives of the leading civic, educational, diplomatic and official groups, were President Dana D. Barnum of the Boston Consolidated Gas Company, Vice-President Charles G. Baneroff of the United Shoe Machinery Corporation; General Manager Harry E. Gould of the Bethlehem Shipbuilding Corporation, President Walter S. Bucklin of the National Shawmut Bank; Patrick A. O'Connell, vice-president of the Retail Trade Board; Acting President Thomas Nelson Perkins of the Boston & Maine railroad; President Harold F. Mason of the Boston Real Estate Exchange; President Charles L. Edgar of the Edison Electric Illuminating Company of Boston; General Edward L. Logan.

POST 2/28/30

General Manager Edward Dana of the Boston Elevated Railway, Vice-President Charles F. Weed of the First National Bank, Collector of the Port Wilfred W. Luffkin, Arthur P. Russell, executive vice-president of the New York, New Haven & Hartford railroad; President George D. Kimball of the Massachusetts Real Estate Exchange, General Agent William McIsaac of the United States Lines, President John A. Tinsley, representing the Tufts College, John F. Council; President Daniel L. Marsh of Boston University, Dean Gleason L. Archer of Suffolk Law School, General Agent Christopher DeGroot of the North German Lloyd Lines, the Very Rev. James H. Dolan, S. J., president of Boston College; General Consul Kurt von Tippelskirch of Germany, Dean Everett W. Lord of Boston University, President Gaspar G. Bacon of the State Senate, President William G. Lynch of the City Council, Chief of Staff Rufus Z. Johnston, U. S. N.; Lieutenant-Colonel George W. Cocheu, general staff corps, U. S. A., and a number of others.

HERALD 2/28/30

TO SETTLE DISPUTE OVER SUBWAY RENT

Silverman, Snow, Barnum
Named to Draft Bill

Solution of the controversy about rental of the subway extension at Governor square is expected to be suggested to the conference committee of the legislative committee on metropolitan affairs by Corporation Counsel Samuel Silverman, Frederic E. Snow, director of the Elevated and H. Ware Barnum, representing the Elevated trustees.

To them was delegated, yesterday, the responsibility of drafting an acceptable bill, which will not alone provide for the subway extension under Commonwealth avenue to Blandford street and under Beacon street to a point near the Boston & Albany bridge, but will provide for supports of the construction, in the future, of a vehicular overpass on Commonwealth avenue.

Mayor Curley convinced the conference committee of legislators that Director Snow should participate in the drafting of the bill. In view of the fact that acceptance by the directors of such an extension is required by the Elevated Act of 1918, the Mayor argued that a representative of the directors should be active in the solving of the problem.

The Elevated trustees have objected to accepting a rental of the Governor square extension on the same basis that other subways and rapid transit lines are rented but the mayor has been adamant in his attitude that no change would be agreed to by the city.

Elevated trustees have been disinclined to look with favor on the Governor square extension unless reduced special committee is expected to suggest the rental cost. Whether any known but as far as the mayor is concerned, there has been no secret agreement entered into which will be guarded until the bill drafting committee files its report.

Mayor Curley favors the proposal to construct an underpass at the North station so that pedestrians may be able to cross Causeway street without being bothered by motor traffic.

POST 2/28/30

HE DIDN'T MEAN IT THAT WAY

But Com. Goodwin
Has to Stand for Bit
of Joshing

Appearing before the legislative committee on civil service at the State House a day or two ago, Chairman Frank A. Goodwin of the Finance Commission was quoted as declaring that although he did not know who was the present chairman of the Boston Traffic Commission, he was convinced, that whoever he might be, he did not know as much about the job as Joseph A. Conry.

TRIES TO APOLOGIZE

Now Colonel Thomas F. Sullivan, chairman of the Transit Commission, is also acting traffic commissioner. He read Mr. Goodwin's remarks yesterday and reached for a telephone.

"Hello, Frank. This is Tom Sullivan," said the busy man, who is holding down two of the city's most important jobs. "I wanted to let you know you were absolutely right when you said that the present traffic commissioner doesn't know half as much about the job as Joe Conry."

"Glad you agree with me, Tom," said the ex-registrar, "and by the way who's got that job, now anyway?"

"I have, Frank."

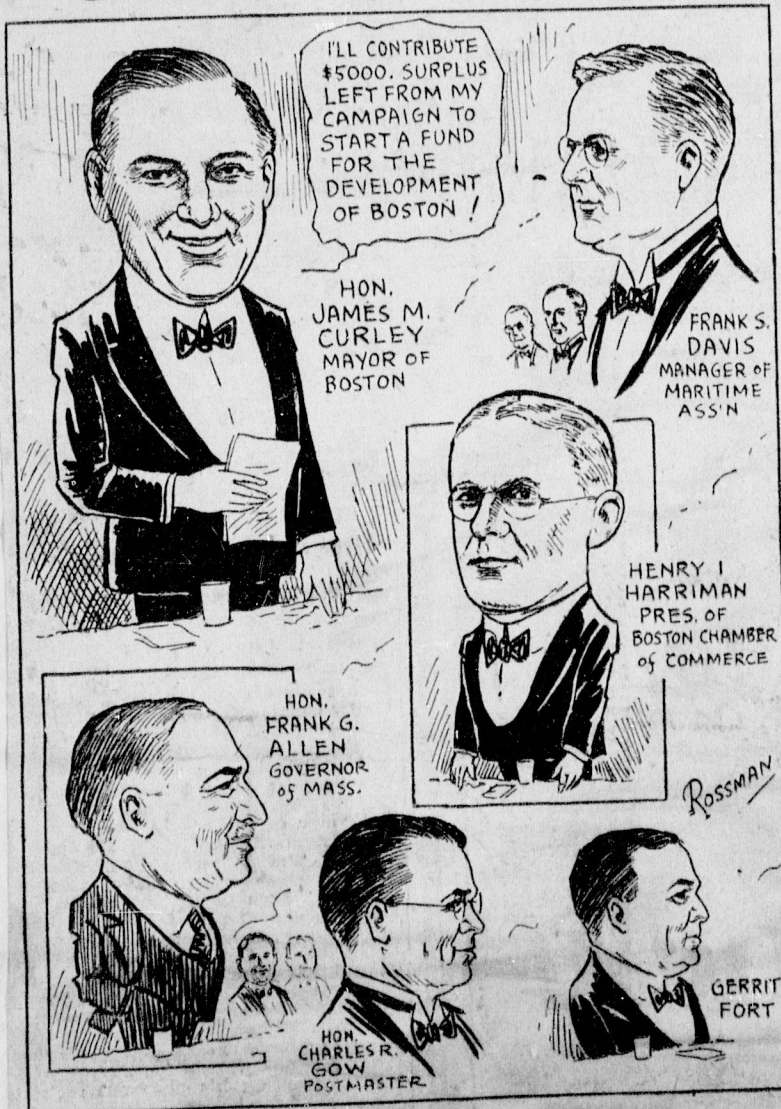
Commissioner Goodwin tried hard to apologize, but the genial and bluff colonel drowned him out with laughter. "I understood what you meant, Frank," he said, "and you were right as usual." Colonel Sullivan was appointed acting traffic commissioner by Mayor Curley, following the resignation of William A. Flaher, Nichols appointee and pending the expected confirmation of Conry by the Civil Service Commission.

EXPLAINS JUMP IN CITY EMPLOYEES

In an analysis of the increase in the number of city employees from 12,558 in 1905 to 19,268 last year, City Clerk Wilfred J. Doyle revealed yesterday that the school staff increased 123 per cent, the police force 81 per cent, and the employees under control of the Mayor in the city departments only 24 per cent.

BIG BOOM FOR NEW ENGLAND

Boston's Leading Men Pledge Aid to Mayor Curley in Great Pro- gramme to Revive Industry



Boston's new "400," comprising the leaders of every important activity in the city, pledged their co-operation to Mayor Curley at an elaborate dinner at the Chamber of Commerce, last night, when he launched his programme to advance New England to the position of leadership it formerly occupied in commerce and industry.

Not only did the impressive array of bankers, merchants, manufacturers, and other leading captains of industry promise to contribute their brains and energy to the development of Boston, but they volunteered their wealth towards the establishment of a new bureau of commerce, industry and publicity, which will carry out the programme.

The Mayor himself presented the first donation to the fund which will be raised to finance the promotion bureau. With the \$5000 surplus which remained in his campaign fund, he

following the recent election, he started the contributions, which are expected to reach \$100,000.

Would Scrap "Storrow Plan"

Within 10 days the 400 Boston leaders will make pledges of the finance committee composed of Philip K. Stockton, president of the First National Bank; President Walter S. Bucklin of the National Shawmut Bank, and President Theodore M. Logan of the Federal National Bank, who were appointed last night by the Mayor to raise the funds which will be used to carry on the programme of commercial and industrial expansion here.

Outlining his programme for the development of New England, the Mayor urged the scrapping of the "Storrow plan" for the combination of New England railroads, and recommended the linking up of the four New England railroads with three or four competing trunk lines, which he said would reflect a commercial and industrial revival such as has never been experienced in the past history of New England.

Boston's Problem New England's

The Mayor warned that Boston's problem was New England's problem and that the time was ripe for the six States to co-ordinate their efforts for prosperity.

The need of the hour, he said, was the necessity of making Boston a cargo port. He called upon Massachusetts shippers to send their products through the port of Boston and urged the New England congressional delegation to obtain a federal appropriation of \$2,000,000 annually instead of \$40,000 for the development of the port's facilities.

His suggestion for the alignment of the New England railroads with competing trunk lines was endorsed by Gerrit Fort, veteran railroad executive and chairman of the Maritime Association of the Chamber of Commerce.

Fort Urges Big Rail Plans

In discussing his plan for establishing the highest degree of railroad efficiency here, Chairman Fort urged that the Pennsylvania railroad become frankly and openly identified with the New York, New Haven & Hartford; that the New York Central and Boston & Albany combination continue, and that the Boston & Maine and other northern New England railroads be grouped with the Delaware & Hudson, with a close working arrangement with the Erie and the Delaware, Lackawanna & Western railroad.

The co-operation of the State in the Mayor's programme was assured by Governor Allen, who remained throughout the four-hour session, not only as Chief Executive of the Commonwealth but as a wool and leather merchant, he stated. The interchange of courtesies between the Mayor and the Governor was greeted with an ovation by the entire group at the dinner.

"Fullest Co-operation"

The Mayor presented the Governor as "one who fills the office in keeping with the highest tradition that it has ever represented in its history." And in reply, the Governor remarked that he was glad to announce that the State "will render fullest co-operation with the government of the Mayor of Boston, my friend, James Michael Curley."

Taking up the Mayor's demand for the co-operation of the "brains, optimism and wealth of New England," the Governor stated that New England still has a sufficient supply of all three commodities, with sufficient to spare for the aid of the rest of the country. Although there had been a noticeable business recession within the last few weeks, the Governor